THE EVENING TELEGRAPH.

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FIRST EDITION

THE PRICE OF PEACE.

Alsace and Lorraine

Restored to Germany

Their Area and Population.

Vicissitudes of the Past.

The Changes in Rulers.

Under French Sway.

Etc., Etc., Etc., Etc., Etc.

The preliminaries of the treaty of peace between France and Germany have been signed according to despatches which are published this afternoon. Previous despatches stated the terms which had been accepted by M. Thiers, as Chief Executive of the French Republic, and which include the cession to Germany of the ancient provinces of Alsace and Lorraine.

Area and Population of the Conquered Territory.

It is probable that the whole of Alsace is included in the cession, but it has been generally understood that Bismarck would be content with a portion only of Lorraine, although it will be impossible to designate the future boundary line with exactness until the full terms of the treaty of peace are made public. The two provinces have been divided, under French rule, into six departments, the area, population and land revenue of which are as follows:—

	Area. (*Acres.*)	*Pop.* (1861.)	*Revenue.* (1851.)
Alsace:—			
Upper Rhine	1,138,000	577,000	$2,270,000
Lower Rhine	1,026,000	516,000	2,150,000
Lorraine:—			
Meurthe	1,522,000	429,000	2,350,000
Meuse	1,557,000	305,000	2,355,000
Moselle	1,342,000	446,000	2,595,000
Vosges	1,520 000	415,000	1,850,000
Total	8,105,000	2,688,000	$13,570,000

If, as is likely to prove the case, only those portions of Lorraine which are included in the line of the Moselle are ceded to Germany, the entire department of the Meuse, and parts of those of the Moselle, Meurthe, and Vosges, will remain under the jurisdiction of France, reducing the entire territory annexed to Germany to about 6,000,000 acres, with a population of about 2,000,000, and a land revenue of about $10,500,000. The conquered territory comprises about four and a half per cent. of the entire surface of France, with about five and a half per cent. of her population, and five per cent. of her land revenue.

The History of Alsace and Lorraine.

Alsace is separated from the Grand Duchy of Baden by the river Rhine; its southern boundary is the canton of Basle, in Switzerland, while toward the north it borders on Rhenish Bavaria. Lorraine (Lothringen) is situated between the "Campagne" and Alsace, and extends toward the north to the Grand Duchy of Luxemburg and to the Prussian Rhenish provinces; in the south to the "Franche-Comte." The situation of the two provinces, therefore, naturally rendered them debatable ground, and their history is full of vicissitudes of ownership. Alsace was, even in the days of Cæsar, a battle-field between the Celts and Germans. It became in time a German Duchy, but the line of its hereditary dukes became extinct in 1268, and it was then parcelled out among several members of the German empire. A part of the Austrian portion, with a present population of about 227,000, was ceded to France in 1648 by the treaty of Westphalia, by which the Thirty Years' War was brought to a close. France demanded this territory by way of compensation for the aid she had rendered Austria, and, although the population at that time was entirely German, it was turned over to its new ruler without the remotest idea of consulting the inhabitants. The clause of the treaty by which the cession was made reads as follows:—

"The House of Austria cedes the city of Breisach, the landgraviates Upper and Lower Alsace, the Sundgau, and the jurisdiction over the ten free cities in Alsace, namely, Hagenau, Colmar, Schlettstadt, Weissenburg, Landau, Oberehnheim, Bossheim, Munster, Kaisersberg, and Turkheim. All shall be incorporated with the crown of France, and the Emperor and Empire (German) shall have no further claims upon this land."

The ten free cities lost their nominal freedom immediately, France seizing upon them, in time of peace, in the year 1674. Colmar made a heroic resistance, and Weissenburg and Hagenau, as well as others, were only reduced to complete subjection by being burned by the French. In 1681 Louis XIV laid violent hands upon nearly all of Alsace that was left to Germany, and this in a time of profound peace. Soon after Strasburg succumbed. Leopold I, who then sat upon the German throne, was threatened by the Turks in the East, and could offer no assistance, when the city was besiged by a French army of 40,000 men. Resistance being impossible, Strasburg asked to be taken under the protection of France, which, by the treaty of Ryswick, in 1697, passed from under the dominion of Germany, together with all the territory which had been occupied by the French troops on the left bank of the Rhine. Louis XIV had guaranteed to the people of Strasburg many of their liberties, but his first acts were to rob the Protestants of their churches, and to give the great cathedral to the traitor Bishop of Zabern. During the eighteenth century, a few more sections of the province passed under French rule, at the time of the acquisition of Lorraine; but, at the outbreak of the first French Revolution the republican city of Mulhouse and a small tract of country still acknowledged the supremacy of Germany. The National Assembly declared their possession by Germany unnatural, and their annexation to France promptly followed. Thus by force, fraud, and shallow pretense was the whole of Alsace transferred from Germany to France.

The history of Lorraine presents a similar story. The country fell to the lot of Lothair, a grandson of Charlemagne, on the breaking up of the Western Empire, and he was succeeded by a line of princes who acknowledged fealty to the German Empire. Its unfortunate position, however, marked it out as the battle-field between France and Germany, and for centuries it was the scene of interminable conflicts. On the death of Louis XI, the last German Emperor of the line of Charlemagne, Lorraine was annexed to France, and erected into a duchy under the rule of Regnier, the hero of the celebrated satire of "Reynard the Fox." Subsequently about half of the province was torn away from France by Germany, and placed under the sway of dukes who were nominated by the German Emperor. Eighty years afterwards the German Emperor Henry III again succeeded in uniting the whole province in one duchy, which was bestowed upon Albert of Alsace. The line of princes founded by him lasted seven centuries, producing during that period some of the most gallant rulers who figured in the stirring events of the Middle Ages. Simeon, the fourth of the line, after reigning twenty-two years, retired into a monastery. His nephew, Frederick, who succeeded him, was celebrated as one of the most accomplished men of his time, but perished miserably by poison at the hands of a favorite mistress. His brother, Matthew II, lives in history as a monster of cruelty. One of his exploits was the skinning alive of the governor of some small town, who was accused of maladministration. Raoul, his successor, was killed at the battle of Cressy, and John, who followed, left his kingdom in order to follow the fortunes of his godfather and namesake, the King of France. He was captured by the Black Prince at the battle of Poictiers, and shared the captivity of the French monarch. While he was away his dukedom was the prey of internal troubles, the unscrupulous oppression of the nobles having provoked the peasantry into insurrection. This rebellion was for a time successful, and the horrors of the Revolution of 1792, were enacted on a smaller scale, much of the best blood in the duchy being poured out by the infuriated Jacquerie. Next came the war of the disputed succession, which forms so prominent a feature in Walter Scott's novel, "Anne of Geierstein." Charles of Burgundy claimed the duchy for his vassal, the Comte de Vermandois, but was defeated near Nancy by the rightful heir, Duke Rene II, and died in a marsh just outside the city. Rene acted with the greatest magnanimity, refusing to confiscate the lands of such of the nobility of Lorraine as had supported the pretensions of Charles, and only taking a crystal vase out of all the rich spoils of the Burgundian camp. In this vase, on the evening of the funeral of Charles, he drank to the "oblivion of vengeance." Upon his death his wife took the veil, and the ceremony of her initiation presents one of the most striking pictures in mediæval history. This house reigned over the destinies of Lorraine until 1736, when Francis Stephen exchanged his hereditary duchy for that of Tuscany, in order to be able to marry Maria Theresa, the Empress of Austria. The province was then conferred upon Stanislaus, King of Poland, the father-in-law of Louis XV of France, who made his residence until 1766 in Nanzig (Nancy) and Luenstadt (Luneville). He was one of the most singular men of his times, by turns a reckless debauchee and a superstitious devotee, more interested in kitchen affairs and poor attempts at rhyming than in the concerns of State. One day, as he was stooping down to light his pipe, his dressing gown caught fire, and he was burned to death. Lorraine then passed under the dominion of France, but not without repeated and serious manifestations of discontent on the part of the population.

Under French Rule.

Thus a century has passed away since the whole of Alsace and Lorraine has been under the sway of France. At the end of the great wars which resulted in the downfall of the first Napoleon, there was an earnest desire on the part of Germany to recover possession of her lost provinces, but Russia and Austria interfered in behalf of France, and only Landau and a few other unimportant places were restored to Germany by the treaty of 1815.

French customs and the French language gradually made inroads upon the customs and language of Germany, practically supplanting the latter in the western portions of Lorraine, but never obtaining more than an equality in the remainder of the provinces. Until the Revolution of 1789 but little effort had been made to substitute the use of the French for that of the German language. The present idea of compact nationalities, co-extensive with the boundaries of the several countries, was then almost unknown. Germans remained unmolested in the use of their language, as the French subjects of several German princes in Alsace and Lorraine had always enjoyed full liberty in using their idiom. But from the time of the Revolution the French Government has been incessant in its efforts to make the German population of Alsace and Lorraine a homogeneous element of the French Empire, and by the gradual introduction of the French language into churches, schools, courts, and all other public relations, to extirpate the last remnants of the German nationality of the inhabitants. The results of these efforts have, thus far, not been considerable. Even to this day, there are a large number of communities where French is unknown. The number of churches and schools in which German is still used exclusively is very considerable, and in nearly the whole territory which since 1648 has been torn from Germany, the German language is even to this day the predominant language. This territory of the German language embraced, in 1861, in Alsace a population of 1,007,477 inhabitants out of a total population of 1,093,376, and in three departments of Lorraine (Moselle, Meurthe, and Vosges) a German population of 351,681 in a total population of 1,290,585. Thus France had in its eastern provinces German-speaking districts with a population of 1,359,158. Besides these Germans, France had in the two departments of Pas de Calais and Nord a population speaking Flemish; the dialect of Belgian Germans, numbering together 341,917 inhabitants, who added to the above number give an aggregate German population of 1,701,175. Of these about 200,000 are supposed to have more or less lost their nationality, and, with regard to their language, have become more French than German; leaving about 1,500,000 inhabitants who, as far as their language is concerned, are even to this day Germans.

From 1815 to 1870, disunited Germany did not utter a single official word indicating a claim upon Alsace and Lorraine, and it is probable that such a word would never have been uttered if France had remained content with her spoils, and had not, under the leadership of the last Napoleon, started on a grand crusade, the illy-disguised object of which was the humiliation and weakening of Germany by the extension of her boundaries to the so-called natural frontier of the Rhine. But when France struck the first blow, the old feeling in favor of the restoration of the lost provinces was again called into being, and the struggle has not been destined to close until it has been fully satisfied. The large cities of Alsace and Lorraine, which, as great railroad and governmental centres, have been subjected to the strongest French innovations, are hostile to reannexation to Germany, and even the country districts are not free from this feeling. But it is, in great measure, a relic of the disorganizing strife which prevailed throughout Germany previous to the separation, and will doubtless speedily give way before the more peaceful influences which pervade the Fatherland of the present day. There will long be manifested a feeling of discontent under German rule, but it will assuredly take less time to Germanize Alsace and Lorraine than it did to Frenchify them.

A FIENDISH ACT.

Attempt to Murder Two Families by Poison.

The town of South Windsor, Conn., says the Hartford *Courant*, was startled by learning that the families of Mr. Lester Dewey and E. R. Pitkins had been poisoned by eating candy which came through the mail last Friday. Mr. Dewey received a package of prize candy about 3 o'clock on Friday, and opening the same ate two gum drops, and handed it to Mrs. Dewey.

She ate two or three, and turned out the contents to discover the prize, which was a trifle. As she did so she noticed the crumbs of candy and considerable white powder in the bottom of the box which looked like sugar. She wet her finger and touched this and put it on her tongue, remarking that it tasted queer for candy. They were just ready to ride out, and so giving the children a taste of one or two apiece, the box was put up.

This seems to have been a great mercy; for that white powder was arsenic, and if they had eaten all the contents of the package no medical skill could have saved their lives. The two children who ate were a boy fourteen and a girl thirteen years of age. After they returned from their ride Mrs. Dewey began to complain of pain in her stomach and bad feelings in her head. Simple remedies were resorted to, which had no effect. Her distress increased, and before long Mr. Dewey began to feel sick. His head was heavy; there was a pain in his stomach, and the perspiration started through every pore, which is a symptom of arsenic poison. He began to suspect something wrong, and took a small dose of gin, which so far counteracted the poison as to vomit him. He now suspected poison, and gave a glass of spirits to his wife, which was the first relief she obtained.

Continuing to use gin, they succeeded in throwing the candy out of the stomach. But the quantity of arsenic Mrs. Dewey took upon her finger was so large that she was prostrated, and for two days has hovered between life and death.

During Saturday Mr. Dewey learned that Mr. Pitkins' family were in a like condition, seven being prostrated in that family. Two packages came to Mr. Pitkins' family and a valentine. The valentine was postmarked Windsor Locks. This clew was followed up, and the officials in that office testified that a woman mailed three boxes and a valentine at that office on Thursday, the day before the poisoning.

It is believed that the poison was sent by a Mrs. Stiles, who formerly lived in South Windsor, and manifested a very jealous disposition while there. But it is difficult to imagine what could have been the motive for this fiendish work.

Mrs. Stiles was examined before Edmund Watson, Justice of the Peace, in East Windsor, on Wednesday. The testimony of Lester Dewey, of the physicians and others, including the postmasters who received and delivered the boxes, was heard, and she was bound over for trial in the sum of $2500. Mrs. Stiles is a tall, fair-looking lady, about forty years of age, whom one would scarcely suspect to be a criminal. She had no counsel at the examination, but made a statement, not under oath, that a week ago Monday a gentleman came to her back door and gave her the packages and a letter, requesting that she should mail them. She thought it strange, but found a note inside saying that the reason of the request would be known hereafter. She made other statements, which were somewhat confused; saying that she could not think what it meant, and had no reason for doing anything of the kind herself; that she had no poison of any kind, and never had. She repeatedly remarked that she "wondered at it," and asserted that there was a five dollar bill in the bundle of packages to pay the postage.

A PRECOCIOUS PORTRAIT PAINTER.

What a Boy of Fifteen Can Do.

The Louisville *Courier-Journal* of the 23d inst. has the following:—

Those who appreciate the fine arts, and admire works of genius, will be glad to learn that a life-size portrait of the great jurist, Judge George Richardson, by Master Nevil Cain, son of John S. Cain, Esq., of this city, will be on exhibition at J. V. Escott's gallery until Saturday next. We are disposed to indicate it as evidence that there is a genius in our midst that will one day rival the great masters of the art whose names are immortal. Nevil Cain has heretofore given unmistakable evidences of his remarkable gifts in the likenesses of Judge Stites and Judge Bruce, which are hung in the Common Pleas and Circuit Court rooms of this city, and which none would imagine the work of a boy barely in his teens. But this painting of the venerable Judge Robertson is the crowning triumph of his boyish ambition. His reputation, for one so young, could rest here, fearing no rival; for in this his friends are assured, not alone of the promise of a tyro, but the achievement of a master.

We do not wish to be lavish of our adjectives, but those who have seen this work will bear us out in the assertion that it is truly a wonderful likeness. The fine, prominent chin, the bristling eyebrows, the clean-cut, breathing nostrils, the massive head, the keen eye—every feature, in fact—make a portrait which, as a work of art, will bear comparison with the very best. We understand the Legislature will authorize it to be purchased of the young painter and hung in the room of the Court of Appeals. The associate judges of the Hon. George Robertson pronounce it the most correct likeness that could possibly be painted of the eminent jurist.

We participate in the pride of his parents, and are happy to claim him as a citizen of Louisville. We shall watch his progress hereafter, and, predict for him an enviable reputation.

—The proposed change in the time of school vacations at Boston, if carried into effect, will give the boys and girls about half a week more of holidays in the year than they now get.

—The heroic death of "Doc." Simmons at the New Hamburg catastrophe has elicited a large number of enthusiastic lines. Among the best are those which appeared in one of our Western religious papers and included these stanzas:—

—It is said that when a piece of new muslin is torn in the dark a line of light is observable along the torn edges. It is not known whether this arises from electricity or phosphorescence; but it seems to depend upon the dressing of the cloth, since, after being washed, the phenomenon does not manifest itself. A piece of stout, twilled new cotton is said to furnish the best subject of experiment.

SECOND EDITION

PEACE AT LAST.

PRELIMINARIES SIGNED.

The End of the War.

A Despatch from the Emperor.

"Gratitude to God."

A Good Sunday's Work.

The Efforts to Retain Metz

The Humiliation of Paris.

The Triumphal Entry To-day.

FROM EUROPE.

The Preliminaries of Peace Signed—Despatch from Emperor William.

BADEN, Feb. 27.—The Emperor William telegraphs from Versailles as follows:—

"With a deeply moved heart in gratitude to God, I inform you that the preliminaries of peace have been signed. The Bordeaux Assembly must yet ratify them. WILHELM."

[SECOND DESPATCH.]

Official Announcement.

BORDEAUX, Feb. 26.—An official despatch from Paris states that the preliminaries of the treaty of peace have been signed.

M. Thiers arrives at Bordeaux to-morrow.

The Better the Day the Better the Deed—The Preliminaries Signed on Sunday.

PARIS, Feb. 27.—The preliminaries of peace were signed yesterday at 5·30 P. M.

Prussia's Demands.

Favre cedes Alsace and Metz. Belfort is retained. The war indemnity is fixed at five milliards of francs, for the payment of which three years' time is granted. The Germans are to hold the fortresses until paid.

The Armistice

has been prolonged for a week.

The Entry into Paris.

The Germans are to enter Paris immediately.

Baron Rothschild

has been summoned to Versailles, as are also the railway presidents who are to arrange to carry the German troops back to Germany. Their departure will be preceded by a review in the Champ de Mars. It is said that the

Marseilles Election

has been annulled and Deligny declines to assume the deputyship.

Proposed Purchase of Luxemburg by France and Transfer to Germany.

LONDON, Feb. 27.—The telegraphic despatch from Versailles, dated the 26th, says that M. Thiers has proposed the purchase of Luxemburg by France and its transfer to Germany, if Metz is restored.

The Emperor's Health.

The Emperor William is much improved in health.

Movement of Troops.

A despatch from Amiens, dated the 26th, says an order has been received for the movement of troops towards Rouen.

Legitimists and Orleanists.

The *Morning Post* contradicts the reported fusion of the Legitimists and Orleanists.

The Emperor in Paris.

The London *Telegraph* has a despatch from Versailles, dated the 26th, announcing that the Emperor will lunch at the Elysee Bourbon with his court, and return to Berlin next Saturday.

The Opening of the German Parliament

has been fixed for March 16.

The Triumphal Entry of the Germans into Berlin

is to be delayed two months, as the whole people of Germany will observe

Six Weeks' Mourning

for the victims of the war.

M. Thiers offered another

Milliard of Thalers to Keep Metz,

but the offer was refused.

The Feeling in Paris.

PARIS, Feb. 26.—The Republican manifestations continue, with perfect order, but the feeling among the people is strong and deep for

Future Revenge Upon Germany.

The Prefect of Police refuses to assume the responsibility for the preservation of order if the Prussians enter.

The Mortality in Paris

is greatly lessened. Provisions are abundant.

An English Opinion Regarding the Triumphal Entry.

LONDON, Feb. 27—1·30 P. M.—It is now thought that the German army will not enter Paris, and it is said that the Emperor and Prince Imperial will certainly not do so.

Prince Charles of Roumania

is still resolved to abdicate.

This Morning's Quotations.

LONDON, Feb. 27—11·30 A. M.—Consols 91¾ for both money and account. American securities firmer. U. S. bonds of 1862, 91¾; of 1865, old, 90⅞; of 1867, 90¾; 10-40s, 88 Erie Railroad, 18¾; Illinois Central, 109; Great Western, 30.

LONDON, Feb. 27.—Calcutta linseed, 61s. 6d. Sugar, 36.

ANTWERP, Feb. 27.—Petroleum, 50 francs.

LIVERPOOL, Feb. 27—11·30 A. M.—Cotton dull; uplands barely 7⅛d.; Orleans barely 7¼d. The sales to-day are estimated at 10,000 bales.

This Afternoon's Quotations.

LIVERPOOL, Feb. 27—12·30 P. M.—California wheat buoyant at 11s. 10d.; new red Western spring buoyant at 10s. 9d.@11s. 2d.; for the lowest grades of No. 2 to the highest grades of No. 2. Oats, 3s. 2d. Corn, 36s. for new.

LONDON, Feb. 27—1·30 P. M.—Consols 92 for both money and account. Erie Railroad, 19.

LONDON, Feb. 27.—Linseed oil, 31s. 15d.

LIVERPOOL, Feb. 27—1·30 P. M.—Wheat active, but unchanged in prices. Pork, 95s.

FROM NEW ENGLAND.

A Vermont Reform School Graduate.

MONTPELIER, Vt., Feb. 27.—A young man named Gustavus Sherman, of Waterbury, Vt., for refusing to pay his fare on the Vermont Central train last Saturday night, was put off by the employes near Middlesex. He thereupon fired upon Conductor Irving, but missed him, the ball entering the side of the sleeping-car. Sherman was pursued by Sheriff Brown, captured yesterday, and is now in jail awaiting examination. He is a graduate of the Vermont Reform School.

FROM WASHINGTON.

Despatch to the Associated Press.

WASHINGTON, Feb. 27.

The Joint High Commission

met this morning at eleven o'clock at the State Department. All the United States Commissioners were present except Mr. Hoar, and all the British Commissioners except Sir John A. Macdonald and Sir Stafford Northcote. The proceedings are to be conducted secretly.

Naval Orders.

Surgeon Macgruder has been ordered to proceed to St. Louis to attend the officers and their families, to examine recruits, and give medical attendance at St. Louis Arsenal. Commodore Gillis has been ordered to the Naval Asylum at Philadelphia. Surgeon DuBois has been detached from the Naval Hospital at Chelsea, Massachusetts, and ordered to the Dictator. The ordering of Surgeon Kennedy to the Dictator has been revoked.

FROM THE STATE.

The Overcrowding of the Eastern Penitentiary.

Special Despatch to The Evening Telegraph.

HARRISBURG, Feb. 27.—It is understood that a message this afternoon will be transmitted to the Legislature by Governor Geary, calling the attention of that body to the necessity of some action looking to a prevention of the overcrowding with prisoners of the Eastern Penitentiary. The Governor will urge that the surplus of prisoners be sent to the Western Penitentiary at Pittsburg, and also that in future commitments by the courts the judges can have power to send the convicts direct to Pittsburg.

Havana Markets.

HAVANA, Feb. 25.—Sugar—Prices stiff, but quotations unchanged. Sales of the week, 5000 boxes and hogsheads. Exports of the week to foreign countries, 18,000 boxes and 3200 hhds. Exports to the United States, 7000 boxes and 3000 hhds. Stock in warehouses at Havana and Matanzas, 155,000 boxes and 18,000 hhds. Bacon dull. Butter flat. Coal oil steady at 4¼ reals. Flour steady at $14·75@15·50. Hams active. Lard dull at 18⅞@19. Tallow—Market supplied. Potatoes steady at $4·50@4·75. Honey active at 6 reals. Lumber—Market supplied; white pine, $26@27; pitch pine, $25@26·75. Box Shooks—Market supplied and quoted at 8½@9 reals. Hogshead Shooks steady at $2·50@2·62½. Empty hogsheads in demand at $4@4·25. Freights flat; box of sugar to Northern and Southern ports of the United States, 75@80c.; hogshead of sugar to Northern and Southern ports, $3·50@4·25; hogsheads of molasses to Northern and Southern ports, $2·75@3.

JAPAN.

Arrival of the First Japanese Minister to the United States.

Prince Mets Fusimi, uncle of the reigning Emperor of Japan, with seven attaches; Jugoi Aronori Mori, Charge d'Affaires of the Government of Japan in the United States, with two secretaries and one attache; and 18 students, from 18 to 23 years of age, together with eight servants, have arrived in town, and are staying at the St. Nicholas Hotel. The Japanese Consul at San Francisco, who for eleven years past has been the only agent of the Government of Japan in this country, accompanies them, and will proceed with Mr. Mori and his suite to Washington, and see them duly established in their Legation-house before returning to California. The title Jugoi, which Mr. Mori bears, is equivalent to that of lord. Mr. Mori, who is the first native diplomatic representative ever sent by the Government of Japan to reside in a foreign country, has served as member in the National Council at Yedo, and is a strong leader of the party of progress who now control the Government. He speaks English quite well, and converses freely on the changes which his Government is undergoing, and the active measures which are taking to make her system, both civil and military, accord with those of the great powers of the world.

The Prince will remain in this country for a short time, studying our institutions and establishing in schools a portion of the young men, and will then proceed to Europe with the remainder. Nine of the young men will study medicine in Prussia. The Government of Japan has already sent to Christian countries to be educated about 400 young men, and will send, it is stated, about 600 more during the present year. Mr. Mori recites with much interest the evidences of progress in the educational system of Japan. Already they have established a college at Yedo, at which there are four American instructors, two English, and two French. It is also proposed to establish free schools in all parts of the country. The French system has been adopted for the army and the English system for the navy. There are now eight regiments in service wearing the European uniform. Mr. Mori says that the people of Japan feel under more obligations and have more love for the United States Government than for any other. The present Government is endeavoring to obtain all possible information as to the mode in which the various departments of the leading nations are carried out. To accomplish this, the Government sends abroad members of the Imperial family and others as students. These are all young men, who can the more readily acquire the foreign languages. They are maintained and supported at the expense of the Government, and when they have finished their course of studies, or have accomplished the mission on which they were sent, they return home to give their country the benefit of their experience and education. At the present time there are about two hundred Japanese students in the various colleges and universities of America. By the next steamer due at San Francisco, a Japanese Charge d'Affaires, accredited to the Emperor of Russia, will arrive.—*N. Y. Tribune, to-day.*

THE QUAKER CITY.

The Founders Off Cape Hatteras—The Captain's Statement.

The late commander of the Quaker City, Captain M. M. Gorman, reports that he left Port-au-Prince on the night of February 4, with 400 tons of logwood and a quantity of hides, and had fine weather for seven days after. About midnight of the 11th he encountered a gale of wind from the S. S. W., Cape Hatteras bearing N. by W., distant 110 miles, wherein he lost his after smock-stack.

The gale continuing with increased violence occasioned the loss of the other smoke stack. At 4 A. M. of the 12th the ship commenced to leak badly, the deck pumps being unable to keep her free. It was still blowing heavily, and at 8 A. M. the water had risen to eight feet in the engine room, putting the fires out. He then lay to, using all the means in his power to keep the ship afloat, but the water gained steadily. Captain Gorman seeing that the vessel must shortly founder, began preparations for taking to the boats, when the bark Howard, of Yarmouth, N. S., Captain Shaw, hove in sight, answered the signal of distress, and took off all hands. The Howard made two unsuccessful attempts to reach Fortress Monroe, and was finally compelled to change her course for Bermuda, which she reached on the 19th. The vessel was owned by Admiral Dejois, of the Haytien navy, who was a passenger on board. She was uninsured.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, Feb. 27, 1871.

There is a moderate activity in the loan market, but most of the activity is due to the lively movement in stocks. Currency is abundant, and freely advanced on all good collateral pledges at 5 per cent. The wants of manufacturers and merchants are comparatively light, and all good paper is taken readily without close calculation as to time at 7 per cent. The tendency of the market is towards further ease and a lower scale of rates. At least such is the look it now wears.

There is considerable demand for gold for the payment of customs on imported goods, and the market continues very steady, with sales ranging between 111¼@111½, closing at ⅝.

In Government bonds there is also an active movement and a very firm feeling among holders.

In stock investments there was a fair business at about Saturday's figures. City 6s, new bonds, sold at 101½; ante-war do. at 103; and Lehigh gold loan at 88¾.

Reading Railroad was dull and neglected at about 49⅝, without sales. Pennsylvania was rather weak, with some sales at 61¾@61⅝; sales of Camden and Amboy at 116¾@116⅞; Catawissa preferred at 39½; Philadelphia and Erie at 27½; and Oil Creek and Allegheny at 47⅝@47¾, the latter b. o.

In Canal shares there were sales of Lehigh at 35¼@35¾, the latter b. o.; 17 was bid for Schuylkill preferred.

The balance of the list was overlooked.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$600 City 6s, New	101½	279 sh Penna R	61¾
$200 do. prior to '62	103	26 do	61¾
$3000 do	85 101½	100 do	85. 61¾
$1000 Leh V 6s, Cp	94½	100 sh Ph & E R	b5. 27½
$2000 Ca & Bur R 6s	87	2 sh O C & A R	47½
$1000 Leh 6s, '84	85½	200 do	2d. 47½
$1000 Leh gold L	88½	200 do	b60. 47⅝
12 sh Cam & Am	116¾	200 sh Leh N	b60 35¼
69 do	116¾	280 do	35½
6 sh Reading R	49·56	100 do	s30. 35¼
100 sh Cat Pf	b30. 39½	1300 do	35½

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114¾@114⅞; do. 1862, 112¾@113⅛; do. 1864, 112¾@112⅝; do. 1865, 112¾@112¾; do. 1865, new, 111@111¼; do. 1867, do. 111@111½; do. 1868, do. 111¾@111⅝; 10-40s, 112¼@113. U. S. 30 Year 6 per cents. Currency, 113½@113¾; Gold, 111¾@111½; Silver, 106¼@108; Union Pacific Railroad 1st Mort. Bonds, 835@845; Central Pacific Railroad, 960@970; Union Pacific Land Grant Bonds, 735@750.

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881s, 114¾@114⅞; 5-20s of 1862, 112½@112¾; do. 1864, 112¾@112⅝; do. 1865, 112¼@112¾; do., July, 1865, 112⅜@112⅝; do., July, 1867, 111¾@111¾; do. July, 1868, 111¼@111¾; 10-40s, 111¾@111⅞. Gold, 111¾@111¾. U. S. Pacific R. R. Curcy 6s, 113¼@113¾.

NARR & LADNER, Brokers, report this morning gold quotations as follows:—

10·00 A. M.	111¾	10·50 A. M.	111¾
10·15 "	111¾	10·52 "	110¾
10·28 "	111¾	10·53 "	111¾
10·40 "	111¾	11·01 "	111¾
10·41 "	111¾	12·15 P. M.	111¾

Philadelphia Trade Report.

MONDAY, Feb. 27.—There is a good demand for Cloverseed, and several lots changed hands at 11@11¾c. Timothy and Flaxseed are scarce; we quote the former at $6·50, and the latter at $4·10 per bushel.

A sale of 40 hhds. Quercitron Bark on secret terms. We quote No. 1 at $30 per ton.

The favorable tenor of the Liverpool accounts has had no perceptible effect upon the Flour market. The trade is dull, all inquiry being confined to the wants of the home trade. About 700 barrels changed hands, including superfine at $5·37½@5·50; extras at $5·75@6; spring wheat extra family at $6·75@7·50; Pennsylvania do. do. at $6·50@7; Indiana and Ohio do. do. at $7@7·75; and St. Louis at $7·75@8. 100 barrels of Rye Flour sold at $5·87½. Prices of Corn Meal are nominal

The Wheat market is very quiet, with small sales of Western red at $1·55@1·60 and 1200 bushels white at $1·62. Rye comes forward slowly and sells at $1·10. Corn is in better demand and higher. Sales of 3000 bushels yellow at 70@80c.; and Western mixed at 77c. Oats are steady, and 2000 bushels Pennsylvania sold at 64@65c.

Whisky is quiet. Sales of Western iron-bound at 93c.; and wood do. at 91½c.

Philadelphia Cattle Market.

MONDAY, Feb. 27.—The market for beef cattle was devoid of animation to-day and prices, though quotably unchanged were rather in favor of buyers.

We quote choice at 8@8¾c., fair to good at 6½@7¾c., and common at 4@6c. per pound, gross.

Receipts, 1975 head.

The following are the particulars of the sales:—

Head.
70 Owen Smith, Western, 7¾@8¾.
50 John Smyth & Bros., Western, 7@8½.
50 Dennis Smyth, Lancaster co., 6@7½.
35 A. Christy, Western, 7@8¼.
32 Jas. Christy, Western, 7¼@8.
32 Dengler & McCleese, Chester co., 6¾@7¼.
75 P. McFillen, Lancaster co., 6¼@8¼.
50 Ph. Hathaway, Lancaster co., 6¼@7½.
[illegible] James S. Kirk, Chester co., 6@7¼.
25 B. F. McFillen, Western, 6@8¼.
140 James McFillen, Western, 7@8.
70 R. S. McFillen, Western, 7@8.
26 Ullman & Bachman, Lancaster co., 7½@8.
270 J. J. Martin & Co., Western, 6@8¼.
100 Mooney & Miller, Western and Lancaster co., 6½@8.
66 Thomas Mooney & Bro., Western, 6½@7¼.
50 H. Chain, Jr., Lanc., co., 6½@7¼.
57 L. Frank, Lancaster co., 6¾@7½.
40 Gus. Schamberg & Co., Lanc. co., 6¾@7¼.
100 Hope & Co., Western 6½@8¼.
35 H. Frank, West Virginia., 7@7¼.
26 B. Baldwin, Chester co., 6@8.
28 J. Clemson, Lancaster co., 7@8.
40 Wm. Alexander, Chester co., 5@8.
45 John McArdie, Western, 7¼@8½.
51 R. Maynes, Western, 5½@7¼.
30 V. Young, Chester co., 6@7¼.
30 Elcorn & Co., Chester co., 7¼.
32 J. Frank, Michigan, 6@7½.
21 J. Evans, Chester co., 5@5¾.
19 C. Welker, Chester co., 4@6¼.

Cows and Calves were in steady request, and 200 head sold at $40@75, as in quality.

Sheep attracted but little attention, and changed hands in a small way at 5@6¼c. ℔ lb. gross. Receipts, 12,000 head.

Hogs—The late advance was well maintained, and there was a fair inquiry. Sales of 4500 head at $10@10·50 for slop up to $11@12 for corn-red.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA ..... FEBRUARY 27

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M. ..... 46 | 11 A. M. ..... 49 | 2 P. M. 50

SUN RISES ..... 6·37 MOON SETS ..... 0·59
SUN SETS ..... 5·50 HIGH WATER ..... 7·27

(*By Cable.*)

LIVERPOOL, Feb. 27.—Arrived, steamship Norway, from Savannah.

CLEARED THIS MORNING.

Steamship Achilles, Colburn, Providence, T. M. Richards.
Swed. bark Cygnus, Petterson, Gibraltar for orders, L. Westergaard & Co.
Swed bark Bermelin, Borjesson, do, do.
Bark Ada McAdam, Partridge, Trieste, W. Brockie.

ARRIVED THIS MORNING.

Steamship Centipede, Willetts, 24 hours from New York, with mdse. to H. Winsor & Co.
Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.
Steamer Jas. S. Green, Vance, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.
Steamer New York, Jones, from Washington, D.C., with mdse. to W. P. Clyde & Co.
Steamer W. Whilldin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Steamer Josephine Thompson, Moore, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer William Woodward, Young, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Brig E. P. Stewart, Holland, from Sagua Feb. 14, with sugar to S. & W. Welsh. Sailed in company with schr Mary and Louise, for Portland. Left in port, barks Yumure, for New York, loading; G. de Zaldo, do., do.; and Daring, for North of Hatteras; brigs Walter Howes, for Philadelphia, loading; Windward, for Baltimore; John Sanderson, for do.; and J. H. Kennedy, for North of Hatteras; and schr Louisa Bliss, just arrived. Captain Randall, of bark E. F. Herriman, died suddenly at Sagua, 14th inst.
Schr T. D. Wilder, Kenney, 14 days from Cienfuegos, with sugar and molasses to E. F. Cabada & Co. At. 34 44, long. 75 14, experienced a heavy gale from N. to N. E., which lasted 24 hours.
Schr E. G. Ely, McAllister, from Norfolk, with shingles and old iron to Croskey & Co.
Schr George S. Repplier, Brooks, fm York River, with mdse. to master.
Schr Lena Hunter, Perry, from Portland, with headings to S. & W. Welsh.
Schr General Grant, Walteman, from Gloucester, Mass., with fish to captain.
Schr Wm. B. Thomas, Winsmore, from New York.
Schr Hattie Paige, Haley, from M
Schr Anne E. Martin, Weeks, fro

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

CIVIL SERVICE REFORM.

From the N. Y. Sun

A joint resolution has been reported in the Senate respecting the manner of making appointments to office in the civil service. It authorizes the President to prescribe such rules and regulations for the admission of persons to the civil service of the United States as in his judgment will best promote the efficiency thereof, and ascertain the fitness of each candidate in respect to age, health, character, knowledge, and ability. The President is also authorized to employ suitable persons to conduct inquiries upon these subjects, and to establish regulations for the conduct of those who may receive appointments. He is likewise empowered to prescribe fees to be paid by all persons applying for appointments, except such classes of honorably discharged soldiers as he may exempt. These fees are to be applied to pay the expenses of making such inquiries.

This joint resolution is very good, and we trust that it will be passed by both houses, and become one of the laws of the land. We hope also that, in devising the proposed rules and regulations, the President will pay due attention to two or three principles which are of primary importance, but which, unless his attention should be earnestly called to the subject, might by accident be overlooked and omitted. These principles are briefly as follows:—

I. All relations of the President, or of any member of his family, or of his wife's family, should be considered as fit, qualified, and suitable for any branch of the public service, and should be regarded as perfectly entitled to any place or places which they may prefer or desire, in preference to all other persons. No examination whatever should be required from any relation of the President, or from any relation of any of his relations. In order to avoid accidents, however, all applicants for office who expect to be appointed by reason of their relationship to the President, or to any member of his or his wife's family, should be required to file documentary evidence that they are in reality related to him or them either by birth or marriage or spiritual affinity. Relations should be preferred in proportion to the nearness of their relationship.

II. Persons who give presents to the President should be entitled to appointments without examination or any other evidence that they are qualified beyond proof of the fact that they have given presnts. So far as possible the offices conferred should be proportioned to the magnitude and value of the presents given. This class of applicants should always have the preference next after the relations of the President or of his or of his wife's relations.

III. As evidence of knowledge, ability, and character, testimony may be submitted that the applicant has succeeded in making money out of any confidential position he may have previously held; as, for instance, if he has been a railway director, by betraying the interests of the stockholders, or if he has been employed as a legal adviser, by selling his clients to the opposite parties. Proofs of talent and success in this direction should be regarded as of the first consequence, and as commending the candidate to the most valuable and confidential offices.

IV. No person not a relation of the President, or who has not given him presents, should be appointed to any office unless he belongs to the temperance society.

By observing these fundamental principles, and giving them due prominence and weight in the rules and regulations to be prescribed, there can be no doubt that the President will soon be able to bring about a thorough reform in the civil service, and to elevate it to a wholesome and satisfactory condition.

PEACE.

From the N. Y. Tribune.

The armistice was peace. All the world knew there would be no resumption of hostilities in France at the conclusion of the three weeks rest from pillage and slaughter. The war had exhausted one nation and crippled the other, and from both combatants and from all the rest of Europe looking nervously and amazedly on, wondering where the conflagration of war would next extend, there went up an earnest prayer for peace. But while the negotiations could end in nothing else, it was greatly to be feared that the positiveness—say the arrogance of Germany, if you will—and the pride of blindness of France would present insurmeuntable obstacles to the happy conclusion of a true, honorable peace which Europe might reasonably hope would prove lasting and blessed. This grave danger has been avoided in the negotiations which the great statesman of Germany has been conducting for days past at Versailles with MM. Thiers and Favre, the bravest and strongest of France's pilots come to the helm at last. Concessions have been wisely and gracefully made by Germany, and will be undoubtedly accepted by France, and the negotiations have virtually ended in a peace whose conditions Germany can concede with safety and France accept without further humiliation. There is hardly a doubt that the Assembly, judging from its past actions and its political complexion, will confirm the preliminary agreement signed at Versailles, and that the formal proclamation of peace will be made by the Emperor with praise and thanksgiving.

The cession of Alsace and a part of Lorraine has been insisted upon by the Germans as a matter of course. The same political and military reasons which suggested this demand, immediately after the successes before Metz, exist to-day in even stronger force than then. The campaign has shown anew, and so plainly that unmilitary minds in Germany now comprehend, how absolutely essential the passes of the Vosges which the Moselle and its fortresses cover are to the protection of the Palatinate and South Germany. Thionville, Metz, Luneville, and Belfort form a line of defense which, though weak approached from the Vosges, is formidable to an enemy coming from the campaign country. These considerations were not lost on Von Moltke; Bismarck himself has told us how, early and strongly, he was impressed with this strategic view which silenced all doubts of the propriety and policy of making the war in any sense one of conquest. Lost long ago to Germany through the treachery of disaffected German princes and the aggressions of France, there was the strong argument of precedent to silence all scruples in the German mind as to reclaiming them after they had been conquered. France, in consenting to part with them, injures her true interest less than she hurts her false pride; for German in language and literature, they were German by every material and natural bond. Bismarck might have made and enforced other more obnoxious conditions than this cession of territory, but less than this Germany would not let him do; more of concession France could not ask him to grant. If any are wronged in this forced restitution of stolen territory, it is the people who are transferred with the property, not France; and it is not yet settled by any fair election or free interchange of opinion which side the conquered provincials prefer to go with.

The indemnity claim is moderate, considering the great sacrifices which Germany has been unnecessarily forced to make. From two milliards of thalers it has been reduced one-half, and two-thirds of this sum have been remitted in consideration of fines and requisitions and debts. The sum which France will have to pay is still enormous, and will tax her industries for some years to pay, but no one will doubt that the war expenses of Germany are far from being cancelled by the indemnity she has insisted upon.

The most gratifying condition of the peace, thus far known, is that in which the Germans abandon all intention of marching into Paris. There is no need for German soldiers to carry relics of Paris home to prove to their grateful countrymen that they have conquered France and its capital. Their triumphal march through the city would have proved nothing; it would have been a mean gratification, unworthy of soldiers, gone with the hour that witnessed it; and would have aroused in the French heart hatred which ages would not have assuaged.

Another welcome assurance of peace is contained in the order for the liberation of all French hostages. There are numbers of French citizens, officials, and others of rank and wealth who have been arrested and held as hostages for the payment of requisitions on various cities, a custom of war in Europe revolting to every sense of right and humanity. Their release ought to have been ordered long since; it is a gratification to know that it has been a first result of peace established.

The formal proclamation, the abandonment of the field by the French, the embarkation or march of the Germans homeward, the triumphal entry of the Emperor into Berlin, are yet to come. But a crisis is now upon France hardly less momentous than any lately past. The task that confronts her in the formation of a new government, when the cohesion of common danger and the influence of the presence of an armed enemy are removed from the public mind, is one requiring far more varied and extensive effort than the work of holding together the unauthorized administration that followed the fall of Napoleon. That task is begun under favorable auspices. There are few better men in France or elsewhere than those experienced and prudent liberals who have come to the front under the pressure of danger and necessity Thus far their efforts have been directed to the securing of peace. In this they have shown practical wisdom and good sense, and a recognition of existing facts which does the highest honor to their judgment and their patriotism. When the foreign armies abandon the soil of France, the true crisis of her fate will come. It will then be seen whether her people have had their folly brayed out of them in the mortar of war; whether they have learned to set their country above party, and to acknowledge, as the first and best of the fruits of revolution, the absolute rule of civil equality and submission to the regularly expressed will of the greatest number. When the last Prussian has gone back to the Rhine, the deadliest enemy of France—the spirit of faction—will still remain to be grappled with and subdued. It is upon the result of this contest that humanity is waiting with mingled hopes and fears.

THE COAL FAMINE THREATENING.

From the N. Y. Herald.

The conspiracy on the part of the Pennsylvania railroads and the coal mining companies still holds its own. The prices have not actually increased in this city, because the wholesale dealers are frightened at the popular indignation which is directed against the conspirators. It is estimated that only about four days' supply for the consumption of the great mass of the people is on hand, and when that is exhausted the coal famine is upon us with all its severity, and the rugged month is before us. The compromise offered by the operators, at the meeting in Philadelphia, to the Miners' Association for the resumption of work upon what they call the $2·50 basis, is a despotic measure, which the men have yet shown no disposition to accept, and which is probably thrown out by the operators with the hope that they would not accept it. Their aim is to throw all the odium of this conspiracy upon the miners themselves; but in truth it lies altogether between the coal-carrying companies and the operators, who, after all, are one and the same thing. It has occurred heretofore, no doubt, that "strikes" have been made at the instigation of the owners in order to enhance the price of coal; but the operators have long been opposed to the system of paying wages according to the "price basis," and having the strikers in their power at this time, owing to the exhaustion of the long winter strike, have now determined to fight for the abolishment of the system altogether. This they are doing in connection with the despotic railroad monopolies, which they own. The result is that the strikers cannot resume work with the hope of any reasonable wages, and thus a coal famine, as rigorous as the provision famine in besieged Paris, is threatening this city and the other great cities of the Eastern seaboard. Indeed, the encircling lines of King William could not keep bread out of the city of Paris more completely than the conspiracy of coal operators threatens to keep coal out of this city; and Paris, with her few days of preliminary provisioning in anticipation of the siege, was far better prepared for a scarcity of the one than we are for a scarcity of the other.

There must come a time when we are to be well rid of these blood-sucking corporations, and now is the best time. A monarchical or despotic government would have obliterated them at once; but in our country, and under our system, we must follow the regular routine of the law in all emergencies. Congress has already taken up the case, and a motion was made in the House on Friday to repeal the import duty on Nova Scotia coal. Of course some soulless Pennsylvania protectionist objected, and the measure had to go over under the rules. But it will be or ought to be pressed until it is made a law. There should be indignation meetings held in this city and in Philadelphia and Boston and all the cities affected by the grinding tyranny of these Pennsylvania corporations, to urge immediate and decisive action upon Congress. The unscrupulous monopolists who think to play upon the winter needs of the poor and to grind their own employes for the gain of a few thousand dollars must find that their "vaulting ambition has o'erleaped itself," and that their inordinate demands have proven their ruin. The reopening of free trade in coal will do all this. It will raise the coal siege of our cities, and leave the monopolists so much in arrears that they will be glad enough to resume their operations, with fair wages for their men and honest prices for their coal. Congress can alone do this, and the indignant sentiment of the people must be brought to bear upon Congress.

IRON AND IGNORANCE.

From the N. Y. World.

The *Tribune* remarks:—"That there are heads incapable of holding at once two ideas is a melancholy truth; but are their unfortunate possessors capable of instructing mankind in political economy?"

The *Tribune's* instructor of mankind in political economy had for years the one idea in arguing for his clients, the iron-makers, that iron-making is free to everybody. Laughed out of this sole and silly notion, he held it in abeyance for a year or so. Now all at once returning to it, he introduces it with the following variation:—

"Here, for example, are Messrs C. Vanderbilt and A. T. Stewart—men of vast business capacity and ample wealth. Let either of them say, 'I want to embark in iron-making; I will put in $10,000,000, and solicit subscriptions of $40,000,000 from others, so that the work may be done on the largest scale and with the greatest possible economy.' Who does not know that the sum would be eagerly put up on the strength of the public confidence in the proposer's sagacity and ability? *Why* they choose to invest their means in other undertakings is none of our business; but every one knows that we speak truth when we say that they so invest their money because they believe it will pay them better than iron-making. And they know."

Were this teacher capable of comprehending more than the one idea by which he is possessed he would see, first, that if a high tariff on iron gives no profit to iron-makers, and has no inducement which will enlist new capital in iron-making, there is no possible excuse for leaving the high tariff on; and, second, he would ask himself how it was that not only Messrs. Stewart and Vanderbilt, but a hundred other capitalists, do not enter into the thus protected iron-making business. Alas! his monomania is too far gone for him to appreciate the significance of the following facts.

The present iron industry is more than half built on sand. It has for its prop nothing but the tariff. Iron is made where potatoes and cabbages should be grown. Companies have got up schemes for ulterior purposes, built furnaces, etc., etc. The inducement held out to investors was the high duty on foreign iron. Hence, although in some regions, as Missouri, pig-iron can be made for $18 to $20 a ton, because they are the legitimate fields for it and the iron-masters do not need or crave an exorbitant duty, in other places, utterly unfit for such productions, pig-iron is produced at a cost of $30 to $34 per ton. In such places the profits will cease when the swindling duty ceases, and the tariff being already in a fearful looking for of judgment, wise capitalists decline to embark in so precarious a venture. The tariff removed, iron would cease to be made where it cannot be made profitably, and be made more than ever where it can. And capital would be quick enough to take advantage of the investment offered it in the latter case, when it was made legitimate and secure, and released from the competition of subsidized foundries. But, says the *Tribune*, after showing that iron making is unprofitable—

"Now we want to induce men to make iron, cloth, and wares in this country, to the extent of the home demand for them. To this end we stand by protection, as affording inducements to such investment which would not exist under free trade."

Let us show this monidealist what under his protective system the inducements to investment are. We imported railroad iron under a duty of 24 per cent.:—

1868	$2,987,576
1869	2,274 032
1860	3,709,376
Total	$8,970,984

And we imported under nearly a double duty of 46¾ per cent. on railroad iron:—

1868	$4,056,830
1869	6,777,406
1870	9,678,305
Total	$20,512,541

We doubled our duty on railroad iron with a view of keeping foreign iron away and to give our own industries the monopoly of the market, and we succeeded in increasing our imports nearly 150 per cent.

There is nothing to do in such a case but to serve up the *Tribune* with its own sauce, and say:—"That there is a head (under a broad-brimmed hat) incapable of holding at once two ideas is a melancholy truth. But is the unfortunate possessor capable of instructing mankind in political economy?"

DOMINICA—SPEECH OF MR. KELLEY.

From the New Orleans Republican.

We are in receipt of this very able argument in favor of commercial expansion to the South, upon which a few comments will not be improper. It comes from an auspicious quarter. Mr. Kelley has been long known as one of the most efficient advocates of American industry. He has devoted himself especially to the advocacy of the iron and coal interests of the great State of which he is a representative, and we may suppose that his advocacy of a more liberal commercial policy is based upon his conviction that Pennsylvania wants a broader market for her material and wares of iron, coal and woollens, than can be found within the Union as at present constituted. He, however, shows that howsoever great may be his devotion to the interests of his State, he has held in higher estimation his regard to the principles professed by him, as will be seen subsequently. We will take the liberty to make a short preface about the West India trade in advance even of the period when Mr. Kelley connects it so conclusively with the earliest policy of our Government. It is well known that Columbus did not "go a sailing" for mere love of nautical adventure, or for the solution of an astronomical problem alone. He set out to find a shorter passage to the eastern coast of Asia. The world had always known the value of the rich production of that mysterious region known as Ormus and the Ind, and the appeals made to the Governments of Portugal and Spain were based upon the additions to the royal revenues, and the commercial power of those nations. Queen Isabella may have been moved by a religious motive in giving ultimate aid to the expedition; but the arguments used by Columbus were based on the material advantages to result to the Government from the undertaking. It is now known that Columbus died in the belief that he had found the eastern coast of Asia, and in ignorance of the fact that he had discovered a new and intervening continent. But from the earliest history of commerce the Northmen have sought to exchange their commodities against the products of the tropics, and have even sent buccaneers and privateers to capture these products wherever they might be found. Thus England and Spain fought for the control of the West Indies and the coast of Central America, until England secured the mastery of the Gulf and Caribbean Sea. The captains and mariners who aided the elements to destroy the Armada were Drake and Frobisher and Raleigh, whose skill had been acquired in the freebooter and slave-trading commerce of the South seas. England had preserved her control of this commerce up to the revolution of her American colonies, so that when American independence was acknowledged she excluded our shipping from her West India ports. There is no doubt but that the necessity of some retaliatory enactments was one cause why the maritime interests of the United Colonies insisted upon a "more perfect union" which should give to Congress the control of the commercial relations among the States and with foreign powers. It is at this point that Mr. Kelley takes up the policy of General Washington as impressing upon our Minister to England that "the privilege of carrying our own productions in our own vessels to their (West India) islands and bringing in return the productions of those islands to our ports and markets, is regarded here as of the greatest importance."

Presidents Adams, Jefferson, Madison, Monroe and J. Q. Adams endeavored to carry out this policy, but without success. At the end of more than forty years President Jackson succeeded in securing an adequate treaty.

Mr. Kelley explains that our fathers were anxious to obtain free and unrestricted trade with the tropics, because they afforded materials of commercial exchange and would always stand in need of the productions of our fields and workshops. "The European powers who had domineered over the Archipelago so persistently" attached the same value to this intercourse, and herein the difficulty. Added to this opposition are the export duties laid by the governments of those islands upon their own products, and the import duties which they impose upon ours. The import duties imposed by the United States upon West Indian products are, indirectly, taxes upon our industry. The speech contains a tabular estimate of our trade with foreign nations, and shows that about one-fifth of our entire foreign trade is with Spanish America, and it is known to be only about one-fifth of the foreign trade of those countries with other nations.

With this evidence of the importance attached by the Government of the United States to free or reciprocal trade with the tropics, the question arises why, during the thirty odd years since the administration of Jackson, so little progress has been made in commercial expansion in the desired direction? This question Mr. Kelley answers in stating his own course of opinion. The fact is, that about the same period with the close of Jackson's administration, the sectional questions between the North and South attained an importance which culminated in war. The acquisition of Texas was resisted by some statesmen and advocated by others on the ground that it would affect the balance of sectional power. The Wilmot proviso was important as deciding against Southern expansion in one direction, while the Clayton-Bulwer treaty, about 1850, absolutely renounced the right of the United States to colonize or acquire territory in Central America. Some Northern statesmen renounced their right of commercial expansion and even their party affiliations rather than assent to the extension of an institution which they did not approve. Among these was Mr. Kelley. He now says:—

"Some of my friends who remember the energy with which I have hitherto opposed the acquisition of Southern territories may deem me inconsistent in advocating earnestly, as I do, the acquisition of San Domingo. My hostility to the measures alluded to did not rest on constitutional scruples, but upon the fact that they were intended to extend the area of slavery."

He charges that the Democratic party—of which he was at that time a member—was actuated by opposite motives, and says, "I apprehend that they and I have changed grounds on this question for the same reason." This shows that this "halt in the commercial progress of the United States" has been caused by a sectional difference which has passed away with the cause that occasioned it. The whole country is now interested in commercial expansion southward. Boston and New Orleans, Richmond and Philadelphia, alike need more markets for their various surplus productions.

Mr. Kelley reprobates the inconsistency of those who think with him upon the subject of human freedom. He says:—

"The people of the United States have waded through a sea of blood and incumbered themselves and their posterity with mountains of debt to abolish human slavery and make our institutions throughout our broad limits homogeneous and harmonious with the fundamental principles that underlie them. And yet, sir, we are to-day the support and buttress of slavery wherever it exists upon the continent or islands of America, as we must continue to be until we shall acquire tropical territory, on which to grow coffee and sugar, and tobacco equal to that of Cuba. By the acquisition of San Domingo, and by no other peaceable means, we can overthrow both slavery and Spanish supremacy in Cuba, for we consume fully seventy per cent. of her exports, every pound of which might be produced by free labor in San Domingo."

We are not prepared to say that this allegation is altogether unfounded. This paper has heretofore contended that the policy of the Government favored the production of slave-grown sugars, as the superior of almost the only free labor sugars, those of Louisiana.

The capacity of bringing statistical facts to bear upon an argument for which Mr. Kelley is so well known has enabled him to show the extent to which we should be benefited by the acquisition of tropical territory, and his speech, practical and statesmanlike, deserves the attentive perusal of every editor or merchant really interested in the future prosperity of the city of New Orleans and the valley of the Mississippi.

SPECIAL NOTICES.

☞ THE ANNUAL MEETING OF THE STOCKHOLDERS of the CONNELLSVILLE AND SOUTHERN PENNSYLVANIA RAILWAY COMPANY will be held at the Office of the Company, No. 238 S. THIRD Street, on WEDNESDAY, March 1, at 12 o'clock M., when an election will be held for a President and twelve Directors to serve the ensuing year. CHARLES WESTON, Secretary.
Philadelphia, Feb. 15, 1871. 2 15 w4t*

☞ DALZELL PETROLEUM COMPANY, Office No. 218½ WALNUT Street.
PHILADELPHIA, Feb. 14, 1871.
The Directors have this day declared a dividend of FIVE PER CENT. (being Ten Cents per share) on the capital stock of the company, payable, clear of State taxes, on the 1st of March, proximo. The Transfer Books will be closed from February 22 to March 2. M. B. KELLY, Treasurer.
2 15 12t*

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER, Secretary.
1 2tf

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
8 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT THE books for subscription to the capital stock of the BUTCHERS' AND DROVERS' BANK will be opened at No. 518 WALNUT Street, in the city of Philadelphia, at 12 o'clock M., on FEBRUARY 25, 1871. 2 24 3tif

SPECIAL NOTICES.

☞ REDEMPTION OF CIVIL BONDS OF 1860.
STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, February 1, 1871.
Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand ($28,000) dollars which, under the provisions of an act of the Legislature of said State entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1864, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that
SEALED PROPOSALS
for the surrender of said Bonds will be received at this Department for the amount above specified until the
10TH DAY OF APRIL, 1871,
at 11 o'clock A. M.
No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "Sealed Proposals for the surrender of Civil Bonds of 1860."
Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption.
A. F. CORONEL, State Treasurer.
2 14 eod t 4 10

☞ REDEMPTION OF STATE BONDS.
STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, Feb. 1, 1871.
Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand ($250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that
SEALED PROPOSALS
for the surrender of said Bonds will be received at this Department for the amount above specified, until the
10TH DAY OF APRIL, A. D. 1871,
at 11 o'clock A. M.
No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857."
Said bonds must be surrendered within ten days after the acceptance of the proposals for their redemption. A. F. CORONEL, State Treasurer.
2 14 eod t 4 10

☞ NOTICE TO STOCKHOLDERS.—CHICAGO AND ALTON RAILROAD COMPANY.
SECRETARY'S OFFICE, CHICAGO, ILL., February 8, 1871.
The stockholders of the CHICAGO AND ALTON RAILROAD COMPANY are hereby notified that a cash dividend of FIVE PER CENT., free of Government tax, has this day been declared on the Preferred and Common Stock of this Company, out of the earnings of the last six months, payable at the office of the Company's agents, Messrs. M. K. Jesup & Co., No. 12 Pine street, in the city of New York, on the 6th day of March next, to holders who are registered as such at the close of business hours on the 16th inst., at which time the transfer-books will be closed, and reopened for transfer on the 7th day of March next.
W. M. LARRABEE, Secretary.
2 15 3 7

☞ CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.
CLEVELAND, Ohio, Feb. 8, 1811.
The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.
The transfer books will be closed from the evening of February 18 until March 2.
GEORGE H. RUSSELL, Secretary.
2 9 3w

☞ OLIVER AMES, PRESIDENT.
JOHN DUFF, Vice-President.
JOHN M. S. WILLIAMS, Treasurer.
E. H. ROLLINS, Secretary.
UNION PACIFIC RAILROAD COMPANY, SEARS' BUILDING (POST-OFFICE BOX No. 2377.) BOSTON, Feb. 4, 1871.
The annual meeting of the stockholders of the UNION PACIFIC RAILROAD COMPANY will be held at the office of the company in BOSTON, on WEDNESDAY, the 8th day of March, 1871, at 10 o'clock A. M., to elect officers for the ensuing year.
OLIVER AMES, President Union Pacific Railroad Co.
2 14 t3-8

☞ OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.
PHILADELPHIA, Feb. 23, 1871.
NOTICE TO STOCKHOLDERS.—The annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street. The polls will be open from 10 o'clock A. M. until 6 o'clock P. M. No share or shares transferred within sixty days preceding the election will entitle the holder or holders thereof to vote.
JOSEPH LESLEY, Secretary.
2 23 11t

☞ OFFICE OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY.
PHILADELPHIA, Feb. 18, 1871.
The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 13th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March. A. E. DOUGHERTY, Treasurer.
2 13 m 5t

☞ TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, Mo., Jan. 28, 1871.
The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.
THOMAS E. TOOTLE, Treasurer.
2 7 26tf

☞ CITY TREASURER'S OFFICE.
PHILADELPHIA, Feb. 2, 1871.
The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.
JOSEPH F. MARCER, City Treasurer.
2 2

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 2 1 tuths

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ DR. F. R. THOMAS, No. 914 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17s

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 22 mwf
AT WHOLESALE AND RETAIL.

FINANCIAL

Bowles Brothers & Co.,
PARIS, LONDON, BOSTON.
No. 19 WILLIAM Street
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London.
IN SUMS TO SUIT. [1 7 3m

CITY OF BALTIMORE.
$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity An exhibit of the financial condition of city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.
WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60tf Finance Committee.

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 3 Nassau St. N. York.
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, Issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

FIRE EXTINGUISHER.

THE UNION FIRE EXTINGUISHER.
OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER
Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Knen, Johnson & Co., Rimby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.
CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement
Our prices have been reduced, and the Machine is now within the reach of every property holder.
N. B.—One style made specially for private residences.
Union Fire Extinguisher Company
OFFICE, [1 28 stuthfrp
No. 118 MARKET STREET.

GROCERIES, ETC.

Choice New Crop Teas
AT REDUCED PRICES.
FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,
Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.
Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.
Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.
WILLIAM KELLEY,
N. W. Corner TWELFTH Street and GIRARD Avenue,
11 10 thstu§ PHILADELPHIA.

LONDON BROWN STOUT AND SCOTCH ALE,
In glass and stone, by the cask or dozen.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 Corner ELEVENTH and VINE Sts.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL.
No. 126 Walnut and 21 Granite Sts
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES,
IN BOND AND TAX PAID. 8 3tuf

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by
WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

NEWS SUMMARY.

City Affairs.

—The Pennsylvania College of Dental Surgery celebrated their anniversary commencement in Musical Fund Hall on Saturday evening. Professor Buckingham delivered the valedictory.

—The brother and mother of Bertha Kahen, a Jewish girl, yesterday tried to smother the young lady in bed, because she countenanced the attentions of a Christian to her elder sister. The assailants are under arrest.

—Daniel Allen lost on Saturday $3500 by a fire at his dye works on Hart lane. Two-thirds of the amount is insured.

—John Waterfield has been placed under arrest for stabbing Joseph Cruskenlack, at Second and Christian streets, on Saturday night.

—Rev. Edwin H. Nevin was yesterday installed pastor of the First Reformed Church, Race street, below Fourth.

—Dan Devine and Mickey Moore, two youths, indulged in a prize-fight in West Philadelphia yesterday.

—W. H. Rely, a burglar, was arrested early yesterday morning, for attempting to enter a store at Broad and Walnut streets.

—The Rialto House, at Fairmount, is to be torn down.

—Three gentlemen, Charles McCallister, E. D. Paxon, and James M. Graham, were attacked at Eighth and Chesnut streets last night.

—Thieves are stealing the railing from Penn Square.

—Kate Monaghan, struck by a wagon on Thursday, died yesterday at the Pennsylvania Hospital.

—Dr. McMahon's dwelling, No. 2247 Philip street, was robbed of $40 on Friday night.

Domestic Affairs.

—Senator Sumner's health has rapidly improved within a day or two.

—Large supplies of food continue to be shipped to France from the several ports of the United States.

—The Labor Reform party of Cincinnati propose to nominate municipal officers on the 22d of next month.

—The "Alabama" Commissioners meet to-day informally at the State Department, where a room has been set apart for them.

—The Washington and Richmond Railroad bill has passed both houses of the Virginia Legislature, and will, it is thought, be signed soon by the Governor.

—Thomas H. Burrowes, LL. D., President of the Agricultural College of Pennsylvania, died at 4 o'clock on Saturday morning at his residence, in the college, near Bellefonte, Centre county, in the 67th year of his age.

—The President on Saturday issued a proclamation discontinuing the discriminating duties on merchandise imported from Portugal, that country having previously taken similar action in regard to imprrts from this country.

—There is no prospect at present of a resumption of work in the mining regions, as a committee of the Workingmen's Benevolent Association on Saturday rejected the terms offered by the Anthracite Board of Trade.

—The House Appropriation Committee decided on Saturday to non-concur in all the Senate amendments to the Legislative and Executive bill, among which are appropriations for new State Department, extension of Capitol grounds, and increase of judges' salaries.

—About 2 o'clock on Saturday morning a band of masked men entered the jail at Frankfort, Ky., and forced a prisoner from the custody of the keeper. The rescued culprit was charged with having murdered a colored man, and the action on the part of the law breakers was with the view of preventing the trial of the accused in the United States Court.

—The British schooners Investigator and Grace were seized yesterday off the coast of Maine by the revenue cutter Vigilant, for violations of the coasting laws.

Foreign Affairs.

—The health of the Queen of Spain has greatly improved.

—The German army will enter Paris to-day in brilliant array.

—A difficulty is reported to have arisen between Spain and Egypt.

—Railway travel from Havre and Dieppe to Paris was resumed yesterday.

—Italy allows Tunis eight days in which to yield satisfaction or prepare to fight.

—England demands of the Greek Government that a fresh inquiry be made into the Marathon massacre.

—By an Imperial decree the opening of the German Parliament is postponed until the 16th of next month.

—A feeling of relief has been produced in Paris by the announcement that the treaty of peace has been signed.

—A movement has been inaugurated by the radical members of the National Assembly to impeach Napoleon.

—A public demonstration was made in Paris on Friday, the occasion being the anniversary of the abdication of King Louis Philippe.

—The London *Daily Telegraph* has a special despatch from Maine, saying that much uneasiness prevails there in consequence of a report that England has interfered in regard to Metz, declaring that that fortress should not be ceded to Germany.

—Thiers and the consultative commission have accepted the following conditions of peace:—First. The cession of Alsace and Metz, but Belfort is to be restored to France. Second. Payment of a war indemnity of five milliards of francs. Third. A portion of French territory, with some fortified town like Sedan, to remain in possession of the Germans until the conditions of the treaty are fulfilled. Fourth. The German army to enter Paris on Monday, and occupy the Champs Elysees. Fifth. Peace to be proclaimed when the Assembly ratifies the conditions.

—The Montgomery (Ala.) *Advertiser* looks for the prompt admission of that State's new Senator, Judge George Goldthwaite, and says that his election is satisfactory to the best portion of the people of Alabama, of both political parties. His disabilities have been removed, and he is described as a man of irreproachable private character, conservative in his temper and principles, a lawyer of high reputation, and a Southern man in his sentiments, interests, family associations, and sympathies, although born in a Northern State.

—One stormy, blustering night in January, a verdant couple presented themselves at the residence of a certain Norfolk clergyman, requesting to be married. After the ceremony was performed, the happy groom, pocket-book in hand, asked: "Wall, Squire, what's to pay?" The astonished and expectant reverend modestly replied that he never named his price for any such service, but accepted whatever any one was pleased to give him. The money was returned to the capacious pocket with a grin and a bow. "Wall, I'm obleeged to ye, I declare; I'll do as much for you some time." "Yes," chimed in the blushing bride, with an astonishing courtesy, "much obliged to ye, as fur as I'm consarned. If it a hada't a stermed we should have gone to Dedham!"

OBITUARY.

Baron Joseph Eotvos.

The recent death of Baron Joseph Eotvos, a celebrated Hungarian literary man, is announced in the latest foreign journals. He wrote a number of comedies, tragedies, and other works, prominent among which were "The Carthusian," "The Village Notary," and "Hungary in 1514." He also published a number of treatises on "Reform," "Pauperism in Ireland," "The Influence of Modern Ideas on Government and Society," and kindred subjects. In the early days of the struggle for Hungarian independence he was a fellow-worker with Kossuth and was always a consistent and moderate liberal. He was Minister of Public Instruction both in 1848 and 1867, and the latter year he also was Minister of Public Worship. He was a frequent contributor to the newspapers and was an ardent advocate for a free press. His death was sincerely mourned both in Buda-Pesth and Vienna.

M. Brassay.

Mr. Brassey, an English railway magnate, recently died in London, and it is said that the fortune he bequeathed was the largest which ever passed the Probate Court of London. M. Brassey made his money by contracts, and he was connected with most of the important railway enterprises of England. His fortune is believed to have exceeded $40,000,000 in American currency.

THE BRITISH ARMY.

The Movement Towards Abolishing the Purchase System—Exposition of the Old Abuse.

Mr. Trevelyan, member of Parliament, has lately occupied a prominent place among the amateur reformers of the British military service, and is also foremost among those who speak "right out." The first ingredient in the panacea he proposes for the relief of British prestige is the removal of the Duke of Cambridge, commander-in-chief. The necessity of that step appears to be generally felt in England. Mr. Trevelyan in a recent speech attacked him for his defense of the purchase system, and gave the following vigorous exposition of the working of that system:—

"In the Prussian army of 600,000 men the officers were 12,600; but in the English army, the number of which they had heard so often lately that probably they were sick of it, there were only 2600 officers less. The cause of this was the gross inefficiency of the purchase officers. After referring to the excessive number of officers in the English army as compared with those in foreign armies, Mr. Trevelyan said that the great cause of expense was not the sums paid to officers serving, but the sums that had to be paid to officers to compensate them for the losses they underwent by the purchase system. The number of officers who were unable to sell out, and of those who died and whose widows were consequently thrown upon the world, was so great that for the two hundred years the system had lasted, a great system of compensation for losses by purchase had started up under the name of half-pay, widows' pensions, payments to generals and honorary colonels, and payments for distinguished services. No less than £338,000 a year was paid in half-pay, and the principal use of that was to enable men to be promoted who could not afford the purchase, and to facilitate the system of purchase and compensate for it.

"In the Indian army there was no purchase, and out of 7000 officers only 404 were on half-pay; but out of our 10,000 officers there were in one year 2861 on half pay. That was to say, those were the men who were ruined through the purchase system and had to be provided for. We paid £73 000 to generals whether they were employed or not, and we were obliged to have a great number—no less than 234, though only 42 were actively employed. We paid £162,500 a year in honorary colonelcies, and the money was said to be for pensions, but it was really jobs. A few got money who ought to have pensions, but the majority got it by favor.

"The truth was, that a sinecure post was not the way to pay a man. What they ought to do was to fix the number of officers at the number that was wanted, to pay them fully for their services, and when they had served a certain time to pay them a pension in proportion to the time served, and to their income. To widows £155,000 a year was paid, and in many cases it was a very proper thing; but in other cases, the ladies were the widows of men well off. For distinguished services £27,000 a year was paid; but it was not all paid, as it should be, to old and meritorious officers, but to men having influence and connections. £40,000 a year was paid to army agents—the bankers of the army—for whom there was no necessity. They were in great favor at the Horse Guards, and up to quite recently it was thought as much as the position of a cabinet minister was worth to say anything against those agents. They were men who, when called to give evidence before commissioners appointed to examine into army matters, had—as if they were thieves giving evidence against each other—to have it stipulated that what they said would not be used against them. Of the £40,000, £30,000 went to one firm. The system was a dirty one, and it was a blot and a disgrace to a Liberal Parliament to have been ten years under the guidance of a Liberal Government without having done away with it. After remarking that the people should see that the militia was properly officered by responsible military officers, and that the troops provided should be real troops officered by real officers, Mr. Trevelyan said two principal points to be insisted on were abolition of the purchase system and of the Horse Guards. Referring to the recent statement made at Manchester by Lord Derby, to the effect that the Royal family had only two or three military posts open to them, and that it was very doubtful whether those posts would long remain open to them, Mr. Trevelyan said he wondered his lordship's remarks had not been taken notice of in high quarters."

—Rev. Dr. Henry surprised some of the attendants at a temperance meeting in Litchfield, Conn., the other evening, by recommending the temperate use of wine at meals.

—A leading Democratic paper in Alabama is kind enough to admit that "the old Virginia soldier, General Winfield Scott, although he tarnished his honor and stained his sword by drawing it like a renegade against the land of his birth, still is not without reputation for former glorious services."

—A Washington school-boy has a grievance, and writes about it to the *Star* thus:—"When a boy goes to School in the morning an Forgets to Sharpin his Pencil Why then of Corse he Hast to do it in School And if he dos his Teacher Takes His knife away from him. Then he goes home An tels his Father an he Makes a fus. But he never gets his Knife."

—A school-girl in Fernandina, Fla., a few nights ago, turned down the wick of her kerosene lamp, and as it continued to smoke she placed a book on the top of the chimney. In a moment a fearful explosion took place, which set fire to her dress, to the curtains, and to the adjacent wood work, and she was fatally burned, dying the next morning.

—General Sherman, President of the Society of the Army of the Tennessee, announces that its fifth regular meeting will be held in Cincinnati on the 6th and 7th of April. Colonel John W. Noble, of the 3d Iowa Cavalry, will deliver the annual address. Every officer who at any time served with honor in the army and departments is, by the constitution, entitled to membership, and all such, as well as members of kindred societies, are invited to attend the meeting.

—General Early has cautioned the Southern people to beware of swindlers who profess to act for the benefit of the Lee Monument Fund. He says that the association has declined to have any connection whatever with any scheme for raising money by exhibitions, lotteries, gift enterprises, or the like, as it depends entirely upon the voluntary contributions of individuals directly to the fund in their own names. Nor have any travelling agents been appointed to act for the association in any part of the country.

—Hon. Reverdy Johnson, in a recent letter to the three members of the British Parliament with whom he conducted the negotiations for cheaper postage between England and America, expresses the hope that the day is not far distant when we shall have a penny postage, believing that besides the individual interest which cheap postage promotes, its effects in bringing together in closer union our countries will be to confirm those friendly relations which are so vital to our common prosperity and happiness.

PROPOSALS.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.
NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—
300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end.
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ¼-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
250 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2-pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 tm 4t Chief C. S. Department of East.

ENGINEER OFFICE,
FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.
TO IRON MANUFACTURERS.

SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.

The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.

Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.

Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.

Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank river, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.

PETER C. HAINS,
Captain of Engineers,
2 9 26t Lighthouse Engineer, Fifth District.

OFFICE POST QUARTERMASTER,
FORT MONROE, Va., Feb. 13, 1871.

Will be sold at public auction, at Fort Monroe, Va., on the 15th day of March, 1871, at ten (10) o'clock A. M., about eleven thousand two hundred and fifty (11,250) yards "P" RAILROAD IRON (worn), together with a number of FROGS and HAIRS.

Property to be removed at expense of purchaser, within a reasonable time.

A deposit of ten (10) per cent. will be required upon acceptance of bid. Terms cash.

By order of the Secretary of War.
JAMES CURRY,
2 14 tuthstu15t Lieutenant and A. A. Q. M.

QUARTERMASTER'S OFFICE, U. S. A.,
PHILADELPHIA, Pa., Feb. 17, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on FRIDAY, March 17, 1871, for building a Brick or Stone Wall around the Richmond, Va., and Wilmington, N. C. National Cemeteries.

Forms for proposals, and specifications, furnished upon application to this office.

HENRY C. HODGES,
2 17 6t Major and Quartermaster, U. S. A.

CHIEF QUARTERMASTER'S OFFICE,
OMAHA, Nebraska, Feb. 1, 1871.

There will be sold at public auction, at Fort McPherson, Nebraska, on MONDAY, March 6, 1871, a lot of condemned Quartermaster's Stores, Grain, and Clothing; and at North Platte, Nebraska, on TUESDAY, March 7, 1871, 37 condemned cavalry horses.

Terms:—Cash in Government funds.
ALEX. J. PERRY,
Chief Quartermaster Dept. Platte,
2 10 tM 6 Brevet Brigadier-General, U. S. A.

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millertown, by Corman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30 A. M.;
Arrive at Newport by 10:30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11:30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2:30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;
Arrive at Phœnixville by 8:30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Tyunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 18 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 18 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 eod tM1 Postmaster-General.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,
SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Galveston, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to Lieutenant W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.
2 10 t mar 1 JAMES A. EKIN,
Chief Quartermaster Department Texas.

CITY ORDINANCES.

RESOLUTION

To Authorize the Paving of Penn and Other Streets with Rubble Paving.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the Department of Highways be and is hereby authorized and directed to enter into a contract with a competent paver or pavers, who shall be selected by a majority of the owners of property fronting on Penn street, from Sellers street to Unity street, the cost of paving the intersections not to exceed the sum of one hundred and thirty-five dollars; Franklin street, from Sellers street to Unity street, paving intersections not to exceed the sum of one hundred and thirty-five dollars; Leiper street, from Pine street to Oxford road, intersections not to exceed the sum of sixteen hundred dollars and fifty cents, for the paving thereof with rubble paving. Provided the grading of said Leiper street, from Pine street to Oxford road, shall not exceed the sum of four hundred and twenty dollars and fifty cents. The conditions of said contract shall be that the contractor or contractors shall collect the cost of said paving from the property owners respectively fronting thereon, and shall enter into an obligation with the city to keep the said paving in good repair for three years after the paving is finished.

HENRY HUHN,
President of Common Council.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this twenty-fourth day of February, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
2 27 1t Mayor of Philadelphia.

AN ORDINANCE

To Repeal a Portion of Section Twenty-second of an Ordinance entitled "An Ordinance to Create and Organize a Paid Fire Department for the City of Philadelphia, and to Make an Appropriation Therefor," Approved December 29, 1870.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That so much of Section Twenty-second of an ordinance to create and organize a Paid Fire Department for the City of Philadelphia, and to make an appropriation therefor, which reads as follows:—"No house rented or leased by the said Fire Commissioners for the use of the Department shall be occupied by other tenant or Association," be and the same is hereby repealed.

HENRY HUHN,
President of Common Council.

Attest—
JOHN ECKSTEIN,
Clerk of Common Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this twenty-fifth day of February, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
2 27 1t Mayor of Philadelphia.

GLOVES.

$1 FOR THE "JOSEPH" KID GLOVE.

BEST $1 GLOVE IN THE WORLD.

At $1, "Joseph" Opera and Party Shades.
At $1, "Joseph" new Spring Shades.
At $1, "Joseph" best $1 Glove imported.
At $1·25, the celebrated "La Belle" Glove.
At $1·25, the most beautiful Shades for evening.
At $1·25, "La Belle," White, Opera and Party Shades.
At 75 cents, a job lot White Kid Gloves.
At 50 cents, the balance of our Soiled Gloves.
At 25 cents, Ladies' Cloth Gloves.
At 25 cents, Ladies' Plush Lined Gloves.
At 12 cents, Children's warm Gloves, 2 pairs, 25c.
At $1, Children's Party Shades Kid Gloves.
At $1, Children's White Kid Gloves.
At $1 50, Gents' White and Party Shades Kid Gloves.
At $1 50, Gents' Kid Gloves, all colors.
At 25 cents, Gents' English Half Hose, regular made.
At 25 cents, Ladies' Full Regular Made Hose.
At 50 cents, Gents' Scarfs, worth $1; half price.
At 64 cents Gents Scarfs, worth $1·25; half price.
At Old Prices, Shirt Fronts, of our own make.
At less than wholesale prices, White Piques.
1000 yards Hamburg Edging and Inserting, much below regular prices, at

BARTHOLOMEW'S,
2 22 wstf No. 23 North EIGHTH Street.

FURNITURE.

HOVER'S
PATENT SOFA BED.

In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street.

This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

H. F. HOVER,
No. 230 SOUTH SECOND STREET,
12 2 tuf2strp PHILADELPHIA.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.
MAX MARETZEK.....DIRECTOR
THE NEW GRAND
GERMAN OPERA.

The immense success of this company, and the liberal patronage of the Philadelphia public, obtained at their visit last January, have induced the Management to offer another Short Season of
SEVEN NIGHTS AND TWO MATINEES,
commencing FRIDAY, March 3, 1871.
Principal Artists of the Company—
MAD. LOUISE LICHTMAY,
Madlle A. ROSETTI, Mme MARIE FREDERICI, Madlle BERTHA ROEMER, Madlle LAURA HAFFNER, THEODORE HABELMANN, CARL BERNARD, FRANZ HIMMER, EDWARD VIERLING, WILHELM FORMES, ADOLPH FRANOSCH, WILLIAM STEINECKE, and CARL FORMES.
Second Parts:—ALLSTRAM, LEHMANN, HOMANN, and WIEGAND. Together forming the GRANDEST GERMAN OPERATIC COMBINATION ever heard in this city.
A LARGE AND SELECT CHORUS, GRAND AND FULL ORCHESTRA,
under the direction of MAX MARETZEK.
Repertoire of the Season:—"JEWESS," "HUGUENOTS," "WILLIAM TELL," "TANNHAUSER," "FRA DIAVOLO," "STRADELLA," "MAGIC FLUTE," "TROVATORE."
Subscription for the Season of Nine Performances, Nine Dollars.
The sale of Subscription Tickets will commence to-morrow (Tuesday) morning (one day only), February 28, at 9 o'clock, at the Music Store of F. A. NORTH & CO., No. 1026 CHESNUT Street. The Regular Sale of Tickets for any performance will commence on Wednesday morning, March 1, at the ACADEMY OF MUSIC and F. A. NORTH & CO.'S, No. 1026 CHESNUT Street. 1t

WALNUT STREET THEATRE.—THIS (Monday) EVENING, Feb. 27, FA

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, FEBRUARY 27, 1871.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE CENTENNIAL BILL.

ON Saturday last the Centennial bill passed in the United States Senate, but it goes back to the House for concurrence in a very extraordinary amendment. Through the machinations of some of the foes of Philadelphia a proviso has been inserted in the bill that "no compensation for services shall be paid to the commissioners or other officers provided by the act from the Treasury of the United States; and the United States shall not be liable for any expenses attending such exhibition, or by reason of the same." Philadelphia expects to aid liberally in all matters relating to the centennial, but the programme, as now arranged, is to make this city the site of a national celebration over which she is to have no control whatever, except such as may be exercised by one commissioner among nearly forty, and to throw upon her or the State of Pennsylvania the entire financial burden of this demonstration. In other words, all America gives an entertainment, inviting all her foreign and domestic friends, and having her own way in the arrangement of all details, and while she is gracious enough to select Philadelphia as the scene of this entertainment, she also confers upon Philadelphia tax-payers the inestimable honor of paying all the attendant expenses! We can scarcely believe that an American Congress would be quite mean enough to persist in such a policy; and even if the bill passes in the House in its present shape, we presume that at the proper time such appropriations as may be just and necessary will be made at Washington. But the amendment was manifestly conceived in an excessively niggardly spirit, and it makes a very discreditable addition to the proofs heretofore given of a persistent disposition to load down this city with contempt and injustice; and this treatment becomes more manifest when it is considered in connection with the national neglect of League Island at a time when millions are squandered in erecting extravagantly expensive edifices in other portions of the United States.

THE VINNIE REAM SWINDLE.

THE House of Representatives on Friday perpetrated an outrageous swindle on the taxpayers of the country by voting Miss Vinnie Ream the sum of $5000 in addition to the $10,000 for which she contracted to finish her statue of Lincoln. It is utterly impossible that Miss Ream's statue should be worthy of the acceptance of the nation at any price. No matter how great the genius of the artist may be, a knowledge of the human figure and the art of modelling it cannot be learned in a day, and to expect an untaught girl to execute a statue that will be anything else than a caricature is simply absurd. Every competent critic who has inspected Miss Ream's statue of Lincoln has condemned it as absolutely worthless, from an artistic point of view; and yet the young woman has the consummate impudence to ask for an addition of fifty per cent. on her contract price, and sufficient influence in the House of Representatives and, we doubt not, in the Senate to obtain it. On Friday there appears to have actually been a struggle among the honorable members of the House for the honor of offering the resolution to present Miss Ream with a gratuity of $5000; and while public enterprises of the first importance, such as the improvement of League Island, can with difficulty obtain the most meagre appropriations, the House of Representatives, in eager haste and by a large majority, is ready to vote Miss Ream all she chooses to ask for of the people's money. This whole affair of the Vinnie Ream statue is utterly disgraceful to the members of Congress who have been concerned in it, and the performance of Friday last should excite such expressions of indignation as will put a stop to such barefaced robbery. This extra appropriation for Miss Ream will yet have to pass the Senate, but as many members of that body have hitherto been eager partisans of the young woman, there is scarcely a doubt that she will get the money. Before the matter comes up in the Senate, however, a protest against it should be made which will convince the Senators that the public have had quite enough of Miss Ream and her statue.

THE MANAGEMENT OF INDIAN AFFAIRS.

THE report of the Congressional Committee of Appropriations on the charges preferred by William Welsh against the Commissioner of Indian Affairs places that official in an unenviable light. Although it says they have not found evidence of fraud and corruption on his part, it shows that he has disregarded, in essential particulars, the existing laws; that the whole system of administering Indian affairs, as practised, opens a wide door for "fraud and collusion in the delivery of goods, both in quantity and quality;" and that the practical effect of the course adopted by the Commissioner in neglecting to advertise for proposals, and in rejecting the counsels of the Board of Indian Commissioners, contrary to law, has been to enrich contractors at the expense of the nation. It is evident that Colonel Parker is not the right man in the right place. No matter what may be his sympathies for the aborigines, he is unable to resist the pressure of the old Indian ring, especially when its demands are strengthened by influential politicians; and if the President wishes to make a complete reform he should transfer his favorite Commissioner of Indian Affairs to some other department at the earliest possible moment. It will require the sternest sort of white virtue to resist the pressure and antagonize the arts of the adroit white politicians who have, from time immemorial, made the Indian Bureau a convenient pretext for drawing funds from the Treasury for their own enrichment; and it is as vain to expect a civilized and educated Indian to perform this arduous task at Washington as it is to hope that the wild aborigines will be able to resist the wiles of the roving traders and trappers who have disseminated among the tribes the curses of disease and intemperance. The plain English of the report of the committee of the House of Representatives is, that Colonel Parker ought to be removed; and if the President wishes his well-meant efforts to effect a complete reform in the management of Indian affairs to be successful, he will not hesitate to dismiss him, and to send forth a Diogenes armed with a stick and lantern, on the difficult quest of discovering a thoroughly honest and incorruptible man to serve as his successor.

As a precaution against future frauds, whether Colonel Parker is retained in office or not, Congress should provide that hereafter no payments of money shall be made on the warrants of the Indian Bureau until the vouchers are certified by the Executive Committee of the Board of Indian Commissioners, composed of Mr. George H. Stuart, of this city, and other members of like standing. This additional check is necessary to enforce the existing laws and to protect the Indians and the Treasury.

THE DUTIES AND RESPONSIBILITIES OF LAWYERS.

WE have received several communications in reply to the article with the above title which appeared in this paper on Friday last, all of which protest against the references made to Judge Sharswood as being unjust in itself and as uncalled for by his letter to Mr. David Dudley Field. Our correspondents, in their eagerness to champion Judge Sharswood, have all of them lost sight of the real point at issue. The pamphlet of Mr. Field on "The Duties and Responsibilities of Counsel" and Judge Sharwood's endorsement of it both assert, what no sensible man will deny, that a lawyer has a right to defend a client of known bad character. It is certain that nothing has appeared in these columns even hinting at the idea that a lawyer may not accept a case from anybody, and if we do not go below the surface the Field pamphlet and the Sharswood letter may perhaps be considered as incontrovertible. The real accusation made against Mr. Field, however, was not that he defended men of known bad character, but that he aided them in the prosecution of certain villainous schemes, and that in so doing he exceeded the limits of his legitimate duties as counsel. In his pamphlet Mr. Field adroitly attempts to avoid the real charge brought against him, and his pamphlet is in no sense a suitable defense. It is scarcely possible that Judge Sharswood when he wrote his letter was ignorant of the nature of the accusation made against Mr. Field, and although he also avoids the real issue, the fact of his writing such a letter, under all the circumstances of the case, at least gives color to the supposition that he desired to defend Mr. Field against the attacks of those who declare that in becoming the mere tool of such men as Fisk, Tweed, and Sweeney he disgraced himself and his profession.

To leave Mr. Field to the tender mercies of the journalists and honorable members of the bar of his own State and city, we can illustrate our position in this matter by a reference to the "ways that are dark and the tricks that are vain" of certain Philadelphia practitioners. Not many weeks ago Messrs. William B. Mann and Lewis C. Cassidy, two well-known lawyers of this city, were busily engaged at Harrisburg in procuring a pardon for one Richard Ficken, a wealthy sugar refiner of this city, who, on the 14th of February, 1870, shot a boy named Arthur Curran, and then fled to Europe to avoid being punished for his crime. Ficken was willing to expend a large sum of money to cheat justice, and Messrs. Mann and Cassidy were willing to exert themselves to prevent him from being brought to trial. They found the Governor and the Attorney-General complaisant, and Richard Ficken was, without a trial, granted a free and unconditional pardon, for offenses of which he had never legally been pronounced guilty. Judge Sharswood having undertaken the defense of Mr. David Dudley Field, cannot he supplement his letter to that gentleman by giving a candid expression of his views on the conduct of Messrs. Mann and Cassidy in the Ficken case? We contend that these lawyers exceeded their legitimate functions when they attempted to prevent Ficken from being brought to trial by procuring from the Governor a pardon while the criminal was a fugitive from justice. The conduct of Messrs. Mann and Cassidy in the Ficken case is precisely analogous to that of Mr. David Dudley Field in repeated instances while acting as counsel for Fisk and the Tammany ring. Messrs. Mann and Cassidy had a perfect right to act as Ficken's counsel, and no one would ever have found fault with them for so doing, but they, the Governor, the Attorney-General and all others concerned in the Ficken pardon business were guilty of the offense of compounding a felony, and if the laws were properly administered they would be punished. It is a fair inference, not from the wording of Judge Sharswood's letter, but from the fact of his writing such a letter at all under the circumstances, that he approves of Mr. Field's conduct *in toto*, and that he also endorses Messrs. Mann and Cassidy for the part they took in the Ficken business. Judge Sharswood's learning and the high position he occupies as a Justice of the Supreme Court of Pennsylvania cannot shield him from criticism, and his defenders should remember that mere word quibbling will avail little in the court of public opinion. The inference we drew from Judge Sharswood's letter was a fair one under the circumstances, but if we have at all misrepresented his opinions as to the duties and responsibilities of counsel, we will be much pleased to receive from him an explanation of his real views on the subject.

NEW ATTRACTIONS OF DOMINICA.

AMONG the other arguments in favor of the annexation of Dominica which are not usually set forth in formal speeches and official documents, her abundance of human monstrosities, as described by a newspaper correspondent who is now with the commission, is worthy of consideration. Nothing pays American showmen better than dwarfs, giants, double-headed girls, Siamese twins, skeleton men, fat women, etc., and they may well rejoice at the prospect of securing hereafter even greater novelties. The Roman matron immortalized herself when she said "these are my jewels" of her children; and Dominica has an overwhelming answer to all anti-annexationists in the assurance of the *Tribune* correspondent that she abounds in "big-headed children, children with a dozen or two fingers, and some without any, children with joints as big as their heads, and with legs bigger than their bodies, children overgrown and undergrown," and, most marvellous of all, "spotted children; that is, white children turning black, or black children turning white." Here's richness for you! What better card could an incipient Barnum ask for than a white child turning black, or a black child turning white—particularly if this interesting feat could be hurried up so as to be visibly performed in the presence of an audience? And then, think of children with joints as big as their heads and legs bigger than their bodies! What spectacle could be more gratifying to a refined and curious audience? There is even a more glorious vista than that opened in connection with the show business arising from the prospect of the annexation of Dominica. Ben Wade, in his speech to the Dominicans, assured them that if the destinies of the two countries were linked together, there was no man before him who might not aspire to be Chief Magistrate of the whole. Certainly not. Thus the bright hope is held out that Dominica will furnish a crop of Presidential candidates, as well as of human monstrosities, and it requires no extraordinary stretch of the imagination to suppose that these two great desiderata may even be combined in one and the same person. We may have, as an applicant for electoral suffrages, not merely a Dominican, but one of the Dominicans who is black and white by turns, and who would treat the country to alternate successions of African and Caucasian rule. When an election in one of the rural districts of South Carolina was pending, such a serviceable partisan leader might veil his countenance in sable gloom; while, on the other hand, when it became necessary to pacify the adherents of a white man's party, he might satisfy the most fastidious by assuming an Albino hue.

OBITUARY.

Thomas H. Burrowes.

The President of the Agricultural College of Pennsylvania, Thomas H. Burrowes, LL.D., died on Saturday afternoon last at 4 o'clock, at his residence at the college, near Bellefonte, Centre county. He was in his sixty-seventh year at the time of his death. Under the administration of Governor Joseph Ritner, which lasted from 1835 to 1837, Mr. Burrowes was Secretary of the Commonwealth of Pennsylvania. In the year 1860 he was appointed the Superintendent of the Common Schools of the State, and he held this position with great honor and credit to himself and the schools under his charge until the year 1863. He was editor of the *School Journal* for a number of years, and only withdrew from its management at the end of last year, for the reason that his duties as President of the State Agricultural College prevented him from giving the necessary attention to the publication.

NOTICES.

THE LARGEST CLOTHING HOUSE IN AMERICA.
WANAMAKER & BROWN'S
OAK HALL,
S. E. COR. SIXTH AND MARKET STREETS.

DISTRICT ATTORNEY'S OFFICE,
PHILADELPHIA, Feb. 25, 1871.

All keepers of hotels, taverns, restaurants, and others selling liquor by less measure than one quart are hereby notified that if they refuse or neglect to make application for license, and procure the same, within the time prescribed by law, and who continue to sell, will be promptly proceeded against, as required by the provisions of the act of Assembly.

FURMAN SHEPPARD,
District Attorney.

CITY COMMISSIONERS' OFFICE,
No. 212 S. FIFTH STREET,
PHILADELPHIA, Feb. 25, 1871.

The act of Assembly approved April 20, 1858, requires that all keepers of hotels, taverns, restaurants, and others selling liquor by less measure than one quart, shall make application at this office for license in the month of March only. The law in this respect will be strictly enforced.

ALEXANDER McCUEN,
THOMAS M. LOCKE,
JAMES BAIN,
2 27 28 M 1 9 10 11 20 21 22 City Commissioners.

A PERTINENT INQUIRY?

Have you SCRIBNER'S MONTHLY regularly upon your Centre Table? No!

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LOST.

LOST.—NOTICE.—APPLICATION HAS BEEN made to the ST. NICHOLAS OIL COMPANY for the renewal of the following lost certificates of stock in said company, viz.:—

Certificate No. 1345, for 500 shares, and
Certificates Nos. 1346, 1347, 1348, 1349, and 1350, each for 100 shares.

All in the name of the undersigned, and dated April 20, 1866.

2 13m4t* WILLIAM P. JOHNSON.

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Every desirable style of goods
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MUSICAL AND DRAMATIC.

The City Amusements.

AT THE CHESNUT Massinger's play of *A New Way to Pay Old Debts*, with Mr. Davenport as "Sir Giles Overreach," will be performed this evening, to-morrow, and on Wednesday. The "Sir Giles" of Mr. Davenport created a decided sensation last week, and it has been pronounced by all who have seen it as one of the most powerful pieces of acting ever seen in modern times in this city. The character of "Sir Giles" is portrayed in strong colors by the dramatist, who, if report be true, took this method of revenging himself upon one who had injured him; and it has, from the opportunities it affords for vigorous acting, ever been a favorite with such tragedians as Garrick, Kean, the elder Booth, the younger Booth, and Mr. E. L. Davenport. This last-named artist certainly has no living rival in the part, and his performance is wonderful for the ease and naturalness with which he produces the most powerful effects. As a picture of intense malignity, unscrupulous ambition, and a cunning that is at once mean and audacious, the "Sir Giles Overreach" of Mr. Davenport is unsurpassed. Whether the dramatist intended it or not, Mr. Davenport distinctly represents "Sir Giles" as a monomaniac; there are evidences of madness, but madness with a distinct method in it, from the first scene of the play, and the last scene, where all the deep-laid plans of the usurer come to nothing, is a fearful exhibition of a mental and physical wreck. This is a great piece of tragic acting, which no person who has any appreciation of high dramatic art should omit seeing.

A New Way to Pay Old Debts is not in every respect the best of Massinger's plays, although it is the only one which has kept permanent possession of the stage, principally on account of the character of "Sir Giles Overreach." His *City Madam*, as a play, is in our opinion, superior to *A New Way to Pay Old Debts*, and the character of "Luke" in it is, if not so powerful, a more artistic because finer portraiture than "Sir Giles." This part was occasionally played by Kean and the elder Booth, but so far as we are aware, it has not been attempted by any actor of the present day. Since the public have shown such an appreciation for the standard drama as represented at the Chesnut, and especially for the "Sir Giles Overreach" of Mr. Davenport, would it not be worth while to revive this other fine comedy of Massinger's, especially as the part of "Luke" is one that will give our greatest tragic actor some magnificent opportunities?

AT THE WALNUT Mr. and Mrs. Barney Williams will commence a farewell engagement this evening previous to their departure for Europe. The drama of *The Fairy Circle; or, Con O'Carolan's Dream*, the comedy of *The Custom of the Country*, and the comedietta of *Who Speaks First* will be represented.

AT THE ARCH Lotta will commence an engagement this evening, when she will represent half a dozen characters in John Brougham's drama of *The Little Detective*.

AT CONCERT HALL concerts will be given this evening, to-morrow, and on Wednesday, in which the child violinist, Americus, will appear, supported by M'lle Rossetti, M'lle Frida de Gebele, Mr. Wilhelm Lotti, Mr. Albert Laurence, Signora Jedsca, Mr. Harry Sanderson, and Mr. William Appy.

AT THE MUSEUM, Ninth and Arch streets, the drama of *The Ticket-of-Leave-Man* will be represented this evening.

AT THE AMERICAN a variety of novelties will be presented this evening.

AT THE ASSEMBLY BUILDING the two-headed girl, the Kentucky giant, and the Nova Scotia giantess will remain on exhibition during the present week.

THE GERMAN OPERA.—A season of German opera of seven nights and two matinees will commence on Friday evening next at the Academy of Music. The following operas will be performed:—*The Jewess, The Huguenots, William Tell, Tannhauser, Fra Diavolo, Stradella, Magic Flute*, and *Trovatore*. The subscription price for the nine performances is fixed at $9, and subscription tickets will be for sale to-morrow only at the music store of F. A. North & Co., No. 1026 Chesnut street.

The sale of single seats will commence on Wednesday.

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MARRIED.

FISH—HENCK.—In Philadelphia, on February 23, 1871, BENJAMIN FISH, of Rochester, N. Y., and LOUISE M. HENCK, of Philadelphia; the parties protesting against all marriage laws, whether legal or conventional, which subject either the wife or the husband to any control or influence on the part of the other which is not in accordance with the dictates of pure and mutual love.

LESLIE—BURKE.—On the 23d instant, at the Church of the Annunciation, by Rev. Thos. Barry, Mr. NORMAN LESLIE to Miss LOTTIE BURKE, both of Philadelphia. No cards.

RISBROUGH—STEINMETZ.—On the 20th instant, by the Rev. William B. Wood, EDWARD W. RISBROUGH to ROXANNA Y., youngest daughter of the late George Steinmetz, Esq. No cards.

DIED.

BAUGH.—On Thursday, 23d instant, at the La Pierre House, Philadelphia, JOHN P., son of Daniel and Anna Wills Baugh, aged 7 years 10 months and 29 days.

Funeral from the residence of his grandparents, No. 1906 Spring Garden street, on Tuesday, 28th inst., at 11 o'clock A. M. Interment at Laurel Hill. Friends of the family are invited without further notice. ***

BOOTH.—On the 24th instant, WILLIAM BOOTH, of New Castle, Delaware, in the 73d year of his age. ***

CHURCHMAN.—At his residence, No. 909 Delaware avenue, Wilmington, Delaware, February 24, GEORGE W. CHURCHMAN, in his 69th year.

The relatives and friends of the family are invited to attend his funeral on Tuesday afternoon next, at 2 o'clock, without further notice. **

COLLINS.—On the 25th instant, ALLEN KRAMER, son of S. C. and Eddie C. Collins, in the 6th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his parents, No. 1626 Mount Vernon street, to-morrow (Tuesday) afternoon, at 1 o'clock. To proceed to South Laurel Hill.

DAVIS.—On the 26th instant, ELIZABETH DAVIS, relict of the late Edward S. Davis, in the 77th year of her age.

The relatives and friends of the family are invited to attend the funeral, from her late residence, No. 332 North Thirty-second street, West Philadelphia, Wednesday, March 1st, to leave at 11 o'clock, and proceed to the vault of the Asbury M. E. Church. Services at the church.

DUY.—On Friday evening, February 24th, 1871, LAMBERT DUY, in the 79d year of his age.

The relatives and friends of the family are invited to attend the funeral, from the residence of his brother-in-law, Joseph Oat, No. 614 North Sixteenth street, on Monday afternoon, 27th inst., at 3 o'clock. Interment at Saint Andrew's Church, South Eighth street. **

HINES.—On the 26th instant, BARTHOLOMEW, son of John and Ann Hines, in the 23d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 2357 Pennsylvania avenue, on Wednesday morning, at 8 o'clock.

KENDRICK.—On the evening of 25th instant, WILLIAM D., only child of George W. and Minnie M. Kendrick, aged 3 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his grandfather, Samuel K. Murdock, No. 539 Federal street, on Tuesday, 28th inst., at 2 P. M.

LAFFERTY.—On the 25th instant, JAMES LAFFERTY, aged 57 years.

The relatives and friends of the family are invited to attend the funeral, from his late residence, Cayuga street, below Germantown road, lower end of Germantown, on Wednesday morning, at 8 o'clock.

OWEN.—On Friday evening, at his late residence, after a short illness, PARKER OWEN.

The funeral services will take place at Mount Holly, N. J., on Tuesday, 28th instant. His friends and those of the family are invited to attend the funeral, leaving Market street wharf, at 11 o'clock. **

TRICKER.—Suddenly, on the morning of the 26th instant, ROBERT TRICKER, in the 37th year of his age.

The relatives and friends of the family, also Minerva Lodge, No. 224, I. O. O. F.; Fredonia Encampment, No. 36, I. O. O. F., and Philadelphia Lodge, No. 22, K. of P., are respectfully invited to attend his funeral, from the residence of his mother, No. 1237 South Seventeenth street, on Wednesday afternoon, March 1st, at 2 o'clock.

THOMAS.—On the 23d instant, HENRY E. THOMAS, in the 76th year of his age.

His friends are respectfully invited to attend his funeral, from his late residence, No. 155 North Fifteenth street, on Monday afternoon, the 27th inst., at 2 o'clock. ***

WOODSIDE.—On Sunday, the 26th instant, JAMES WOODSIDE.

His relatives and male friends are respectfully invited to attend his funeral, from the residence of James A. Aull, Esq., No. 2225 Green street, on Tuesday afternoon, the 28th instant, at 2 o'clock. **

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

☞ H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St.
IMMENSE STOCK
OF THE BEST BRANDS
IN ORIGINAL BARRELS.
Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,
THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.
The attention of the trade is requested to test these Whiskies, at market rates. 2 24smw5

☞ ACADEMY OF MUSIC.

THE STAR COURSE OF LECTURES.
MISS LILLIAN S. EDGARTON,
THIS (Monday) EVENING, Feb. 27.
Subject: "MARRIAGE AND DIVORCE."
CHAPIN, March 2. DOUGHERTY, 13. BILLINGS, 16. "FAT CONTRIBUTOR," 20. KILPATRICK, 23. CADY STANTON, 27. GRAND CONCERT, 30.
ADMISSION.....50 CENTS
RESERVED SEATS.....25 CENTS Extra
Tickets to any of the Single Lectures, and to the Concert, for sale at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and at the ACADEMY on the evenings of the Lectures.
Ticket Office open daily from 9 A. M. to 6 P. M.
Doors open at quarter-past 7; Lecture at 8. 2 24 3t

☞ LECTURES ON EUROPEAN LIFE AND TRAVEL, AND A JOURNEY THROUGH PALESTINE, BY THE REV. J. W. CLAYTON, to be given in the Lecture-room at Advent Church, YORK Avenue, above Buttonwood street.
First Lecture.....TUESDAY, Feb. 28, 1871. "London and Paris."
Second Lecture.....TUESDAY, March 14, 1871. "From Messina to Jaffa."
Third Lecture.....TUESDAY, March 28, 1871. "Camp Life in Palestine,"
Commencing at 8 o'clock. Tickets for the Course, $1·50. To be had at the Lecture-room on Saturday and Monday evenings, and at Henry A. Bower's Drug Store, cor. Sixth and Green streets. 2 24 3t*

☞ DEPARTMENT OF STATE.—WASHINGTON, D. C., Feb. 22, 1871.
Information has been received at this Department from Mr. HORATIO FOX, the Consul of the United States at Trinidad de Cuba, of the total loss on the 29th of January, 1871, at Cayo Blanco, of the American schooner RALPH SOUDER, Captain J. S. Crosby, and owned by Samuel D. Adams and others, Philadelphia, Pa.
The owners can obtain further information by addressing this Department. 2 25 3t

☞ NOTICE TO TAX-PAYERS.
OFFICE OF RECEIVER OF TAXES.
PHILADELPHIA, Feb. 23, 1871.
The Tax Duplicates for the year 1871 will be opened on WEDNESDAY next, March 1.
ROBERT H. BEATTY,
2 24 4t Receiver of Taxes.

☞ WEST SPRUCE STREET CHURCH, SEVENTEENTH and SPRUCE Streets.—Special services every evening this week in the Lecture-room. Prayer-meeting at 7½; preaching at 8 o'clock. Sermon MONDAY EVENING by Rev. R. H. ALLEN, D. D., TUESDAY by Rev. G. F. WISWELL, D. D., WEDNESDAY by Rev. HERRICK JOHNSON, D. D., THURSDAY by Rev. EDWARD H. NEVIN, D. D., FRIDAY by Rev. H. C. McCOOK. All are invited. 2 27 5t*

☞ OFFICE OF THE NESQUEHONING VALLEY RAILROAD COMPANY, No. 122 South SECOND Street.
PHILADELPHIA, Feb. 25, 1871.
The Semi-annual Dividend of TWO DOLLARS and FIFTY CENTS per share upon the capital stock of this company will be paid at this Office on and after the 1st of March prox.
2 27 3t F. MITCHELL, Treasurer.

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf5

☞ PROFESSOR EDWARD D. COPE'S THIRD Lecture, TOWN HALL, Germantown, MONDAY EVENING, Feb. 27, at 8 o'clock. Subject:—"The Brain and Nervous System." Admission 50 cents. 2 25 2t*

☞ ANOTHER REMARKABLE DISCOVERY.—Printing which can be copied by letter-press. HELFENSTEIN & LEWIS, FIFTH and CHESNUT Streets. 1t

☞ GENTLEMEN'S BOOTS AND SHOES, A ready fit may be obtained at all times. BARTLETT, No. 33 South SIXTH Street, above Chesnut. 2 20 1f

SPECIAL NOTICES.

☞ POSTPONEMENT OF THE NEXT STATE CONVENTION.
The following resolutions were passed yesterday by the State Central Committee:—
HEADQUARTERS REPUBLICAN STATE CENTRAL COMMITTEE, PHILADELPHIA, Feb. 24, 1871.

Resolved, That the time for the meeting of the Republican State Convention be and the same is hereby postponed until WEDNESDAY, the 17th day of May next, and that the delegates who may be elected thereto be and they are hereby requested to assemble at the Hall of the House of Representatives, Harrisburg, at 12 o'clock noon on said day.

Resolved, That Mahlon H. Dickinson, Esq., of Philadelphia, be appointed chairman of the State Central Committee, in place of the Hon. John Covode, deceased.

Resolved, That the Republican State Central Committee heartily endorses the action of the Republican members of the Legislature in supporting the bill providing for the call of a convention to revise and amend the Constitution of the State.

Resolved, By the Republican State Central Committee, that we endorse the action of the Philadelphia members of the committee in opposing the passage of bills to govern the city of Philadelphia by commissioners to be named by the Legislature.

2 25 MAHLON H. DICKINSON, Chairman.

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Philad'a.

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf5

GAS FIXTURES.

CORNELIUS & SONS,

MANUFACTURERS
OF
GAS FIXTURES
Wholesale and Retail
Salesrooms,
No. 821 CHERRY Street
PHILADELPHIA.
We have no store or salesroom on Chesnut street.

1 16 2m5p CORNELIUS & SONS

CHINA, GLASSWARE, ETC.

$200,000

WORTH OF
CHINA, GLASS and EARTHENWARE
TO BE CLOSED OUT, REGARDLESS OF COST.
Gay's China Palace,
No. 1012 CHESNUT STREET,

Are obliged to close out their immense stock, in consequence of the building they occupy having been sold. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 127 pieces	$18·00
White French China Tea Sets, 44 pieces	5·75
White French China Tea Sets, 46 pieces	6·75
Stone China Dining Sets, 98 pieces	7·75
Stone China Tea Sets (cups with handles) 44 ps	2 50
Stone China Tea Sets (cups with handles) 46 ps	3·50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen	60
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	40
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Waiter and Bottle	90

An endless variety of Fancy Goods, at an immense reduction from former prices.
36 casks of Parian Marble, Leek, and Majolica Ware, all new designs, just landed from steamer Helvetia, will be included in the sale.
Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.
SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.
STORE FIXTURES FOR SALE. 2 18 10t

COPARTNERSHIPS.

THE FIRM OF HARBERT, DAVIS & CO., Lumber Merchants, has this day been dissolved by mutual consent, JOHN C. DAVIS, the senior partner, withdrawing. The business will be settled by the remaining partners, at their office, TWENTY-THIRD Street, below Locust.
CHARLES HARBERT,
JOHN C. DAVIS,
GEORGE RUSSELL,
ISAAC D. HARBERT.
PHILADELPHIA, Feb. 23, 1871. 2 24 4t*

THE UNDERSIGNED HAVE THIS DAY formed a copartnership under the firm name of HARBERT, RUSSELL & COMPANY, and will continue the lumber business at the old stand, TWENTY-THIRD and LOCUST Streets.
CHARLES HARBERT,
GEORGE RUSSELL,
ISAAC D. HARBERT.
PHILADELPHIA, Feb. 23, 1871. 2 24 4t*

THE NOTE-BROKERAGE BUSINESS OF E. L. MOSS, deceased, will be continued by
JOHN MOSS, JR.,
2 24fmw6t No. 206 WALNUT Street.

FURNITURE, ETC.

JOSEPH H CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD R. CAMPION.
SMITH & CAMPION,
Manufacturers of
FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS,
No. 249 SOUTH THIRD Street,
Manufactory, Nos. 215 and 217 LEVANT Street, Philadelphia. 2 21f

HATS.

WILLIAM H. OAKFORD,
HATTER,
No. 913 CHESNUT STREET.
Patronage respectfully solicit 2 3 fmw12t

COPYING PRESSES.
Just received, a Large Assortment of the Latest Styles COPYING PRESSES.
WM. M. CHRISTY,
Stationer and Printer,
No. 127 S. THIRD Street,
2 22 eod5 Opposite Girard Bank.

FINANCIAL.

JAY COOKE & CO.,

PHILADELPHIA, NEW YORK and WASHINGTON.

JAY COOKE, McCULLOCH & CO.,

LONDON.

BANKERS

AND

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS,
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD

In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
2 2 3mrp No. 114 S. THIRD Street, Philada.

SPECIAL NOTICE TO INVESTORS.

A Choice Security.

We are now able to supply a limited amount of the

Catawissa Railroad Company's
7 PER CENT.
CONVERTIBLE MORTGAGE BONDS,
FREE OF STATE AND UNITED STATES TAX.

They are issued for the sole purpose of building the extension from MILTON TO WILLIAMSPORT, a distance of 30 *miles*, and *are secured by a lien on the entire road of nearly* 100 *miles*, fully equipped and doing a flourishing business.

When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of* 1300 *acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.

They are issued in Coupon Bonds (or fully guaranteed), issued in sums of $500 and $1000. Interest payable February and August.

Price 92½ and accrued interest, leaving a good margin for advance.

For further information, apply to

D. C. WHARTON SMITH & CO.,
No. 121 SOUTH THIRD STREET,
1 28§ PHILADELPHIA.

FOR SALE,

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

Free of all Taxes,

At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,
No. 39 S. THIRD STREET,
25 PHILADELPHIA.

DUNN BROTHERS,

BANKERS,

Nos. 51 and 53 S. THIRD St.,

Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

Allow interest on Deposits, subject to check at sight. 1 2

B. K. JAMISON & CO.

SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver, and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26§

JOHN S. RUSHTON & CO.,

BANKERS AND BROKERS.

GOLD AND COUPONS WANTED.

City Warrants

BOUGHT AND SOLD.

No. 50 South THIRD Street.
8 26§ PHILADELPHIA.

530 530
HARRISSON GRAMBO,
BANKER.

DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. [3 27 6m
No. WALNUT 530 St., Philada.

FINANCIAL.

NEW 7'30 GOLD LOAN
OF THE
NORTHERN PACIFIC RAILROAD CO.,
SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANT.
SAFE! PROFITABLE! PERMANENT!

We offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States tax, and are issued of the following denominations:—Coupons, $100, $500, and $1000; Registered, $100, $500, $1000, $5000, and $10,000.

With the same entire confidence which Jay Cooke & Co. commended Government bonds to Capitalists and People, they now, after the fullest investigation, recommend these Northern Pacific Railroad Seven-Thirties to their friends and the general public.

GOLD PAYMENT.—Both principal and interest are payable in gold—the principal at the end of 30 years, and the interest (at the rate of Seven and Three-Tenths per cent. per annum) half-yearly, first of January and July.

PERFECT SAFETY.—The bonds we are now selling are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:—

1. Over two thousand miles of road, with rolling stock, buildings, and all other equipments.

2. Over twenty-two thousand acres of land to every mile of finished road. This land, agricultural, timbered, and mineral, amounting in all to more than fifty million acres, consists of alternate sections, reaching twenty to forty miles on each side of the track, and extending in a broad fertile belt from Wisconsin through the richest portions of Minnesota, Dakotah, Montana, Idaho, Oregon, and Washington to Puget Sound.

While the Government does not directly guarantee the bonds of the Road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great national improvement.

THE MORTGAGE.—The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

PROFITABLENESS.—United States 5-20s at their average premium yield the present purchaser less than 5½ per cent. gold interest. Should they be redeemed in five years, and specie payments be resumed, they would really pay only 4¾ per cent., or if in three years, only 3½ per cent., as the present premium would meanwhile be sunk.

$1100 currency invested now in United States 5-20s will yield per year in gold, say $62. $1100 currency invested now in Northern Pacific 7·30s will yield per year in gold, $80·80. Here is a difference *in annual income* of nearly *one-third*, besides a difference of 7 to 10 per cent. in principal, when both classes of bonds are redeemed.

RECEIVABLE FOR LANDS.—These bonds will be at all times receivable, at 110, in payment for the Company's lands, at their lowest cash price.

JAY COOKE & CO.,

FISCAL AGENTS NORTHERN PACIFIC R. R. CO.

For sale in Philadelphia by

Bowen & Fox,
13 MERCHANTS' EXCHANGE.
Clendinning, Davis & Co.,
No. 48 S. THIRD Street.
Townsend Whelen & Co.,
No. 309 WALNUT Street.
D. C. Wharton Smith & Co.,
No. 121 South THIRD Street.
Barker Bros. & Co.,
No. 28 South THIRD Street.
William Painter & Co.,
No. 36 South THIRD Street.
T. A. Biddle & Co.,
No. 326 WALNUT Street.
Chas. T. Yerkes, Jr., & Co.,
No. 20 South THIRD Street.
Bull & North,
No. 131 South THIRD Street.
Sterling & Co.,
No. 110 South THIRD Street.
P. S. Peterson & Co.,
No. 39 South THIRD Street.
B. K. Jamison & Co.,
N. W. cor. THIRD and CHESNUT.
Emory, Benson & Co.,
No. 6 South THIRD Street.
Narr & Lardner,
No. 30 South THIRD Street.
John S. Rushton & Co.,
No. 50 South THIRD Street.
Wallace & Keene,
No. 148 South THIRD Street.
George J. Boyd,
No. 18 South THIRD Street.
H. H. Wiltbank,
No. 305 WALNUT Street.
J. H. Trotter,
No. 322 WALNUT Street.
S. M. Palmer & Co.,
No. 26 South THIRD Street.
John K. Wildman,
No. 26 South THIRD Street.
Bioren & Co.,
No. 150 South THIRD Street.
W. T. Elbert,
No. 321 WALNUT Street.
Charles B. Keen,
No. 325 WALNUT Street.
D. M. Robinson & Co.,
No. 133 South THIRD Street.
Wm. C. Morgan & Co.,
No. 23 South THIRD Street.
Samuel Work,
No. 54 South THIRD Street.
Raley & Wilson,
No. 41 South THIRD Street.
C. & W. Y. Heberton,
No. 52 S. THIRD Street.
James E. Lewars & Co.,
No. 29 S. THIRD Street.
Jacob E. Ridgeway,
No. 56 S. THIRD Street.
W. H. Shelmerdine,
1 26 No. 10 S. THIRD Street.

FINANCIAL.

WE OFFER FOR SALE, AT PAR

THE NEW MASONIC
TEMPLE LOAN,

Bearing 7 3-10 interest,

Redeemable after five (5) and within twenty-one (21) years.

Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

DE HAVEN & BRO.,

No. 40 South THIRD Street.
6 11 PHILADELPHIA.

Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

A LEGAL INVESTMENT

Having sold a large portion of the

Pennsylvania Railroad General Mortgage Bonds,

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

For further particulars, inquire of
JAY COOKE & CO.,
E. W. CLARK & CO.,
W. H. NEWBOLD, SON & AERTSEN.
C. & H. BORIE. [2 11 1m

ELLIOTT, COLLINS & CO.,

BANKERS,

No. 109 South THIRD Street,

MEMBERS OF STOCK AND GOLD EXCHANGES.

DEALERS IN MERCANTILE PAPER, GOVERNMENT SECURITIES, GOLD, Etc.

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 2 3 fmw5

FOR SALE.

FOR SALE,

A NEW AND ELEGANT

BROWN STONE RESIDENCE,

East Side of Logan Square,

Three Doors above Sumner St.,

Replete with all modern conveniences,

WILL BE SOLD ON ACCOMMODATING TERMS.

POSSESSION AT ONCE. CAN BE SEEN AT ANY HOUR OF THE DAY. 2 11 tf

ELEGANT STORE FIXTURES,

With Marble Counters, Large Fire-proof, Desk Letter Press, etc., will be sold cheap for cash good trade.

No. 836 CHESNUT STREET, UNDER THE CONTINENTAL. 12 15 tf

TO INSURANCE COMPANIES, CAPITALISTS, AND OTHERS.

FOR SALE,

BUSINESS PROPERTY, No. 427 WALNUT STREET.

Four-story front, five-story double back buildings, occupied as offices, and suitable for an insurance company, 21 feet 9 inches front, 124 feet deep.

S. KINGSTON McCAY,
2 18† No. 429 WALNUT Street.

REAL ESTATE WANTED.

WANTED,

A STORE,

On Chesnut or Eighth Street.

ADDRESS, STATING PRICE, LOCATION, AND FULL PARTICULARS,

"F. B. K."

2 6 EVENING TELEGRAPH OFFICE.

WANTED TO PURCHASE,

Desirable Real Estate,

WITHIN ONE MILE OF BROAD AND CHESNUT STREETS,

Payable in good and available trade, and partly in cash. Address
2 4 tf "Box 1734, Philadelphia Post Office."

MARBLE WORKS.

H. S. TARR & SON'S

MANUFACTORY OF
Carved and Ornamental Marble Work,
GREEN Street, above Seventh,
1 30 3m PHILADELPHIA.

NAPOLEON IN BE N.

A HISTORICAL CONTRAST—WHAT PRUSSIA WAS MADE TO SUFFER BY THE FIRST NAPOLEON.

Now that the conquerors of France have magnanimously turned their backs upon Paris, and have resolved to spare the vanquished capital the humiliation of a triumphal march, it may be well to consider for a moment the contrast presented by the conduct of the French invader when the campaign of Jena had laid Germany at his feet. A half century has certainly improved the manners and morals of princes.

The events of the present obscure in our eyes all the past. There is something so startling in the succession of victories that have brought the King of Prussia in seven months in triumph to the Tuileries, that we call them in our daily speech unexampled, and challenge history to afford any parallel for them. An argument as to the innate inferiority of the Latin races is founded upon these occurrences, and the South is once more summoned to give up the world peaceably to the fair-haired families that are pouring forever from the teeming North. But it is always unwise to generalize too hastily from single facts, however important. Otherwise, since this century began, the world would have been justified in concluding, not from one campaign, but from two, that the German race was inferior to the Gaul, and that the rod of empire had passed away from the Tenton to the Latin. When Napoleon had crushed the Austrian power at Austerlitz, it was still said that Austrian frivolity and Russian ignorance were something very different from Prussian science and steadfastness. Wait till you see this boastful Italian confronted by the trained soldiers who have grown up in the traditions of the great Frederick, said the Junkers in spectacles on the Spree, in 1806, just as they said it in '60, after Solferino—just as all nations and soldiers speak of successful armies who have whipped somebody else. But when, after a campaign of a fortnight, the Emperor sat down in Berlin to dictate laws to Europe and organize a further campaign against Russia, it is difficult to see what argument, which now would show France utterly lost and ruined, would not then have indicated Germany as the vassal in perpetuity of her more warlike neighbor.

Prussia had broken to pieces so completely and lamentably at the first blow that there seemed little life or vitality left in her organization. The events of one day were all that was necessary to destroy her military force and her power of resistance. When we consider the armies employed in that momentous campaign—not more than 190,000 on a side—it hardly seems like a war in comparison with the vast armaments of our day; but the results involved were of the greatest magnitude, and the genius and endurance displayed by the conqueror and his subordinates will always make the story of Jena one of the most attractive chapters in the history of wars to those who unfortunately still believe in the nobility and worth of the science of human butchery.

Reading over again the engrossing story in the light of recent events, we are startled at every page by the wonderful way in which time has brought its revenge to the vanquished and its retribution to the victors. The terms seem exactly exchanged in almost every essential particular. Then it was the Prussian King, weak and uxorious, who, influenced by a vain Queen and a crowd of ambitious and ignorant nobles, rushed into a hap-hazard war unprepared. It was Prussia that took so little care of the political and diplomatic aspects of the affair that she was caught and crushed at last entirely alone. It was Prussia that gloried in the beauty and regularity of her field parades; it was her armies that were encumbered by a vast train of useless and luxurious rubbish; at their head were old and respectable officers owing their places to their social rank and the traditions of former reigns—the Duke of Brunswick, Field Marshal Mollendorf, and the Prince Hohenlohe. They were not satisfied with the nominal command. They had the vacillations of age and the conceit of youth. They were too old to learn or to admit that they had anything to learn.

On the other hand was the French army, in some respects of discipline and trustworthiness the counterpart of that now entering Paris. Full not only of enthusiasm, but of the spirit of obedience as well—fiery and seasoned—a living and breathing machine, that had its own ideas, and thought and sang and prayed, but fought as it was told, without a dream of doubt. Its officers—Ney, and Lannes, and Davoust, and Murat—where will the world ever see their like again? They were men created for their time, by the man and the age that used them. As we hope such a man and such an age are never to come again, we can also hope such perfect soldiers will never again appear upon our planet. They were mere soldiers, moulded to the hand of Napoleon—as swift and sure to do his bidding, to do it with every possible manifestation of strength and celerity and instinctive knowledge of all things essential, as the winged messengers of Omnipotence who peopled the courts of heaven in the visions of Hebrew poets. They were strange instances of that arrested development we have sometimes seen in the true soldier of our own day—men in grasp and power, and children in the love and simplicity of obedience they bore to their leader. In this very campaign, when Murat took Prenzlow, the Emperor made him and his cavalrymen wild with delight by the clumsy facetiousness with which he wrote:—"Since your dragoons can take fortifications, I have nothing to do but disband my foot and melt down my great guns." Lannes, who had shared in the capture, and was not mentioned in the praise, writes for a kind word for his men. "What recompense can they hope for, if not to see their name published by the hundred voices of that renown which you alone can confer?" The Emperor answers, like an indulgent schoolmaster:—"You are babies. I know you did it finely. Glory enough for all. Your turn next time." And the happy Marshal reads these words to his troops, and they cry out with effusion, "*Vive l'Empereur de l'Occident!*" touching with the sure instinct of affection the very heart of Napoleon's most secret and cherished ambition. We see all that is evil in hero-worship, but great wars are impossible without a figure-head. If the army has none, it makes one, which is all the difference between what was and is.

We have no space to describe those two marvellous battles that raged simultaneously at Jena and Auerstadt, where Napoleon, with Ney and Lannes and Soult, routed that portion of the Prussian army under Prince Hohenlohe, and stout Davoust all alone, with his attenuated corps, met, repulsed, and utterly defeated the main army, commanded by the Duke of Brunswick and the King in person. Few more equal fights were ever set in action. They were waged on both sides with bravery and good conduct; but the French superiority in discipline and intelligence was so enormous that the day closed on the rout and ruin of the military power of Prussia. The King narrowly missed capture. Madame d'Abrantes says her cousin, an ardent young officer, eager for distinction, saw him and just missed catching him, the King owing his escape to his horse. When the day was won, Napoleon, who always concentrated every man in his very hand before a fight, scattered them like a vast net over the country, making many captures among the broken, disorganized forces.

He passed through Weimar, where the wife of the Grand Duke, who had been, after her lady-like manner, a violent partisan of the war, came to him begging for consideration to her subjects. He only answered, "Madame, you know now what war is." He was more civil to Goethe; made him talk with him while he dined; was greatly pleased with the courtly poet, and said afterwards, "He is a man, that Mr. Goet." The remark does not shine by originality, but is usually taken in a complimentary sense, even by men. On his victorious journey to Berlin he arrived at Potsdam on the evening of the 25th of October. He rarely exhibited in any merely sentimental matter such interest as was awakened in him by the souvenirs of Sans Souci. He seemed to reach back over the gulf of years a hand half of defiance and half fellowship to the great philosopher-king who here held his court of choice spirits, sacred from the invasion of statecraft or war. The seclusion of a troubadour king, who knows nothing but music, is contemptible. We can easily conceive what fine Gaulish epithets the great Emperor would have applied to his present Majesty of Bavaria. But for the dilettantism of him who was first in war and first in the cabinet, he had a genuine and natural admiration. He showed it by stealing his sword and belt and the Cordon of the Black Eagle. "It will look well in the Invalides," he thought, "and serve as a plaster for Rosbach."

Davoust went first into Berlin. With his soldierly sense of justice in things military, Napoleon had so planned the march of the army that Davoust should receive the keys of the capital—a noble guerdon nobly earned in the sweat and blood of that strenuous day by the bridge at Naumburg. But when the grim soldier was offered them by the municipal authorities, he gave them back, saying they belonged to a greater than himself—to his Emperor. He left a single regiment in the city, and passed on to establish himself just outside at Friedrichsfeld, his right on the Spree and his left on the forest. Leave was given to the troops to visit the conquered capital, a portion at a time. Davoust stipulated for the strictest observance of discipline, and promised on his part to respect person and property sacredly, on condition of good behavior from the citizens and a supply of provisions for the limited time the troops should remain.

The soldiers and the people appear to have gotten on together well enough. The shops were all opened the day after the French entered; the tranquil Berliners thronged the streets, looking at the swaggering and jabbering strangers with philosophic and thoughtful interest, trying doubtless to deduce, from the cut of their surtouts and the curve of their moustaches, the logical explanation of the events of the Consulate and the Empire. Besides, in Berlin then, as in Paris to-day, the Government was unpopular for having made the war, and it was thus easy to shift the onus of personal resentment; like the gentleman who was kicked by mistake for one Grimsby, and said, "I can't quarrel for that—Grimsby can't expect it."

Napoleon evidently keenly appreciated the glory of this short and most marvellous campaign. When he had taken Vienna, he made no parade about it—scarcely visited the city. He spent the whole period of his stay at the lovely palace of Schoenbrunn, where, by the way, a Tyrolese jager indulged in the luxury of a shot at him, and died for it. But whether it was Jena, or the provoking memories of Potsdam, or a sudden and acute attack of human nature, he resolved upon a somewhat public and formal entry into Berlin on the 28th of October, 1806.

There would be nothing easier than for the people of a conquered town to prevent any such shows, or at least to give them a ghastly and funereal favor. When Joseph Bonaparte entered Madrid as King of Spain, the people simply stayed at home and shut their doors, and the gloom of the silent streets struck to the heart of the carpet-bag King. But the Spaniards are an apathetic folk, with no thirst for knowledge. You could not get a New York crowd to stay at home when even Lincoln passed through, and no considerations of patriotism would have induced the geist-reich Berlinese to smoke their pipes indoors when there was such an opportunity of making psycho-physiological observations on a new branch of the human race. So the wide streets were crowded with them, men and maidens, each in their holiday clothes, to see the conquering Welshers. First came the veteran Grenadiers and Chasseurs-a-pied, in their brightest uniforms and accoutrements, and so skillful is the Frenchman in caring for his clothes that, at the end of a long campaign, he shall look as if only ten minutes from his caserne; in the rear came the cavalry and dragoons, and in the centre of the cortege, preceded and followed by a group of magnificent officers, in the midst of whom the heroic faces of Berthier, of Duroc, and of Davoust were conspicuous, on a powerful horse that bore his burden with something like conscious dignity and decorum, rods the hero of the day—the best-known figure and face of all that have ever confronted the eyes of men. He had resisted the temptation of splendid dress, if it ever assailed him. He wore the simple costume that palace and battle-field knew equally well. Through the wide fair street of Unter den Linden the gorgeous pageant passed to the Royal Palace, and there Napoleon alighted, took formal possession of the city, and gave audience to all the public authorities. His language was friendly and reassuring in regard to all except the aristocracy, who, led by that instinct which protects the lower orders of created life, had run away from town. He was very bitter in reference to them, charging upon them the responsibility of the war. He did not waste much time on ceremony. He made himself quite at home in the King's apartments, received the Ambassadors, dismissed them, and sent for M. de Talleyrand. As soon as this most accomplished amanuensis arrived, the Emperor began that astonishing series of letters, orders, and decrees which will make his sojourn in Berlin forever memorable in history.

As in all cases where a despot tries to wrest from its true wide purpose to his own selfish ones the evident tendency of civilizing and educating events, this devastating march and glorious triumph of Napoleon have injured only France and benefited only Prussia. It sowed in Prussia the seeds of democratic thought. It aided to build up in the French mind and character that military spirit, that disposition to pardon everything which was redeemed by a specious and vulgar success, which has since so frightfully demoralized the nation. Sedan is the complement of Jena. The abandonment of Paris reverses and cancels the march through Berlin. One Emperor by yielding to an impulse of brutal triumph stained the glory of victory and bred undying resentments. Another by listening to wise counsels confirms the moral advantage he has gained in battle and marks the generous progress of the age.—*N. Y. Tribune.*

THE "UPPER TEN THOUSAND" OF ENGLAND.

There are two hundred and thirty-one members of the Privy Council of England and Ireland, of whom thirty-one are entitled to sit on the judicial committee. The House of Peers consists of four princes of the blood-royal, two archbishops, twenty-seven dukes, thirty-two marquises, one hundred and sixty-four earls, thirty-five viscounts, twenty-four bishops, and one hundred and seventy-four barons, making a total of four hundred and sixty-two. There are one hundred and six peers of Scotland and Ireland who are not members of the Upper House, viz., one marquis, thirty-one earls, twenty viscounts, and fifty-four barons. The House of Commons consists of six hundred and fifty-two members, there being at present four vacant seats. The nobility of the United Kingdom are five hundred and forty-eight in number, and there are fourteen peers who are minors, of whom one (the Earl of Pembroke) will come of age this year. There are thirteen peeresses in their own right, and twenty-three widows of peers whose titles have become extinct. The number of judges in England is twenty-six, and in Ireland twenty-three, and there are thirteen Scotch Lords of Session. There are two archbishops of the Church of England, and twenty-eight bishops, of whom two are suffragans. The Irish Episcopal Church consists of two archbishops and ten bishops, and the number of Indian, colonial, and missionary bishops is fifty-four. There are seven bishops of the Scotch Episcopal Church, and the number of retired bishops is nineteen. The Roman Catholic Church in England numbers twelve prelates, and there are four archbishops of that Church in Ireland. There are twenty-two accredited foreign ministers in England, and the number of British ministers abroad is thirty-five. The number of governors of British possessions and colonies is sixty, and the lords-lieutenant of counties in Great Britain and Ireland are one hundred and seventeen. There are eight hundred and sixty-three baronets of the United Kingdom, and the number of noblemen and baronets who are knights is one hundred and twenty-eight.

There are five hundred and nineteen knights, civil and military, exclusive of the honorary knights and the native knights of the Star of India. The Order of the Bath contains seven hunkred and ninety-two companions, and there are one hundred and sixty-two companions of the Orders of the Star of India and St. Michael and St. George, which number includes the surviving Knights of Hanover. There are four field-marshals of the British army, and the number of general officers of all ranks (including those on half-pay and those whose rank is purely honorary) is six hundred and twenty-nine. The Indian army contains two hundred and ninety-four general officers, and the number of flag officers in the navy is three hundred and fifteen. The number of aides-de-camp to the queen is forty-four, and there are thirty-two medical officers who are honorary physicians and surgeons to her Majesty. The judges of the county courts are sixty-one in number, and there are one hundred and ninety-seven queen's counsel and sergeants-at-law in England, the number in Ireland being one hundred and ten; the number of recorders of boroughs and cities in England and Wales is ninety-eight. There are thirty-three deans of cathedrals and collegiate churches in England and Wales, and the number of archdeacons in the same division of the kingdom is seventy. The chaplains and priests in ordinary to the queen number sixty-four. The number of royal academicians is forty-five, there being one vacancy to fill up, and there are three vacancies in the list of associates, who are twenty in number.

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The next academic year begins on September 28, 1871.
The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.
UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 19-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.
THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.
For catalogues, circulars, or information, address J. W. HARRIS,
2 6 3m Secretary.

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The Spring Term of the present season begins on the
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All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.
For further information, address
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The session commenced MONDAY, January 9, 1871.
For circulars apply to
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LEGAL NOTICES.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.
IN BANKRUPTCY.
In the matter of CHARLES FELDSTEIN, Bankrupt.
EASTERN DISTRICT OF PENNSYLVANIA, SS.:
A warrant in bankruptcy has been issued by said Court against the estate of CHARLES FELDSTEIN, Philadelphia, of the county of Philadelphia and State of Pennsylvania, in said district, who has been duly adjudged bankrupt, upon petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 32 South THIRD Street, Philadelphia, in said district, on the SEVENTH day of March A. D. 1871, at 4 o'clock P. M., at the office of JAMES PARSONS, Esq., one of the Registers in Bankruptcy in said district.
E. M. GREGORY,
2 14 eod t3 7 U. S. Marshal for said District.

DEPARTMENT OF HIGHWAYS. —OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.
PHILADELPHIA, Feb. 6, 1871.
NOTICE.
In accordance with the provisions of an Ordinance of Councils, approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.
MAHLON H. DICKINSON,
2 8 wmfM5 Chief Com'r of Highways.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of FRANK DE SILVER, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of ATTARESTA W. BARCLAY, surviving Executrix of the estate of FRANK DE SILVER, dec'd, and to report distribution of the balance in the hands of the Accountant, will meet the parties interested for the purpose of his appointment on TUESDAY, March 7, 1871, at 11 o'clock A. M., at his office, No. 717 WALNUT Street, in the city of Philadelphia.
JOHN CLAYTON,
2 24fmw5t* Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of COLLINS RIGG, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the second account of JOHN DAWSON and WILLIAM DAWSON, executors of COLLINS RIGG, deceased, as to proceeds of sale of real estate of decedent, sold under proceedings in partition, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment on FRIDAY, March 3, 1871, at 12 o'clock M., at his office No. 131 S. FIFTH Street, in the city of Philadelphia. 2 17fmw 5t

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of MARY BOWMAN, deceased.
The Auditor appointed by the Court to distribute the funds in the hands of the administrator of said estate among those who are entitled to the same, will meet the parties interested for the purpose of his appointment, at his office, No. 210 WEST WASHINGTON Square, on FRIDAY, March 3, 1871, at 4 o'clock P. M.
GEO. L. CRAWFORD,
2 22 wfm 5t* Auditor.

PATENTS.

UNITED STATES PATENT OFFICE.
WASHINGTON, D. C., Jan. 21, 1871.
On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:
It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.
Any person may oppose this extension.
SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

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ASSETS OF THE COMPANY, November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000 00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162 50
164,000	State of New Jersey Six Per Cent. Loan	168,920 00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250 00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000 00
30,000	State of Tennessee Five Per Ct. Loan	18,000 00
7,000	State of Tennessee Six Per Ct. Loan	4,200 00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000 00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300 00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000 00
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650 00
$1,260,150	Par. C'st, $1,264,447 34. M'k't v'l	$1,293 557 00
	Real Estate	56,000 50
	Bills Receivable for Insurances made	230,971 27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375 40
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912 00
	Cash	142,911 73
		$1,820,727 97

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CAPITAL $500,000
ASSETS January 1, 1871 .. $3,050,536
Receipts of Premiums, '70 ..... $2,096,154
Interests from Investments, 1870.. 137,050
$2,233,204
Losses paid in 1870 ..... $1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$634,950
United States Government Loans	326,922
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,043
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	63,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.
ARTHUR G. COFFIN, PRESIDENT.
CHARLES PLATT, VICE-PRESIDENT.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN,	FRANCIS R. COPE,
SAMUEL W. JONES,	EDW. H. TROTTER,
JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM,
	WILLIAM BROCKIE. [1 23§

1829. CHARTER PERPETUAL. 1871.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '71, $3,087,452'35
CAPITAL $400,000 00
ACCRUED SURPLUS AND PREMIUMS. 2,687,452 35
INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $272,881'70.
Losses Paid Since 1829 Nearly
$6,000,000.
The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.
Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 7td31
THEODORE M. REGER, Assistant Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 2 20

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Flue Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
8 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
PHILADELPHIA, PA.,
Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

CORDAGE, ETC.

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue;
Store, No. 22 N. WATER St. and 22 N. DELAWARE Avenue.
4 12 12m PHILADELPHIA.

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conscious Ticking, etc. 232 CHESNUT Street, Philadelphia.

SHIPPING.

P. ORRILLARD STEAMSHIP COMPANY.

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 §

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.

Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The HERCULES will sail for New Orleans, via Havana, on Wednesday, March 1, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on Wednesday, February 22.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, March 4, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, March 4.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, March 10, at 6 A. M. Returning, will leave Wilmington Saturday, March 18.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 13 No. 130 S. THIRD Street.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.

Cabin excursion tickets (good for twelve months), securing best accommodations, $130.

Intermediate, $33; steerage, $28.

Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to

HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
PACIFIC, Captain Perry.	ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

THURSDAY LINE FOR CHARLESTON, AND ALL INTERIOR POINTS OF SOUTH CAROLINA, GEORGIA, FLORIDA, ETC.

The first-class Steamship FALL RIVER, Captain Hinckley, will sail on Thursday, March 2, at 12 o'clock, noon, from Pier 8, North Wharves, above Arch street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc.

The sailing days of this line have been changed from Saturdays to Thursdays, at the suggestion of our principal shippers, to afford greater accommodation.

Rates of freight as low as by any other route.

For freight or passage apply on the pier, as above, or to WM. P. CLYDE & CO., Agents,
No. 12 South Wharves.

WM. A. COURTENAY, Agent, Charleston. 2 24

FOR NEW YORK

VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY,

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.

JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday, at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES, PHILADELPHIA.
1 21†

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Paris, Saturday, March 4, at 2 P. M.
City of Baltimore, via Halifax, Tuesday, March 7 at 1 P. M.
City of London, Saturday, March 11, at 9 A. M.
City of Brussels, Saturday, March 18, at 2 P. M.

And each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday. Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	85
To Halifax	20	To Halifax	15

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

THROUGH FREIGHT LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1871.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11§

FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK,

TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6†

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.

HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 6th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission.

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
4§ No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	9·40 P. M.
"	" Williamsport	7·25 A. M.
"	arrives at Erie	7·40 P. M.
ERIE EXPRESS	leaves Philadelphia	12·20 A. M.
"	" Williamsport	8·50 P. M.
"	arrives at Erie	7·40 A. M.
ELMIRA MAIL	leaves Philadelphia	9·30 A. M.
"	" Williamsport	6·35 P. M.
"	" arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	9·00 A. M.
"	" Williamsport	10·05 P. M.
"	arrives at Philadelphia	6·30 A. M.
ERIE EXPRESS	leaves Erie	2·00 P. M.
"	" Williamsport	8·25 A. M.
"	arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL	leaves Lock Haven	3·15 A. M.
"	" Williamsport	9·25 A. M.
"	arrives at Philadelphia	5·30 P. M.
BUFFALO EXP.	leaves Williamsport	12·35 A. M.
"	" Sunbury	2·30 A. M.
"	arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·20 P. M. Sundays at 5·20 P. M. only.

Chadd's Ford at 7·26 A. M., 11·56 A. M., 3·56 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7·30	Pottstown Accom.	9·15
Harrisb'g & Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way	P. M.		P. M.
Train	12·30	Harrisb'g & Potts'e Ex	1·00
Harrisb'g & Potts'e Ex	3·30	Phila. & Pottsv'e W. Train	4·20
Pottstown Accomm'o.	4·00	Harrisbg. & Potts'e Ex	7·00
Read'g & Pottsv'e Ac.	4·45	Harrisbg. Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	12 35
	P. M.		P. M.
To Pottsville	3·15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Per-kiomen Railroad, take 7·30 a. m. 12·30 noon, and. 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·20, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·35, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·50, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·20, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9 50 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. m.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 13 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6 45 P. M., and 12 Night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 6·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD.

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.

At 6 45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hemerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA.

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·20 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry):

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

3·30 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and 7·10 P. M.	
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·49 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·30.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·55 & 6·40 P. M.	
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15 and 3·20 and 6 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.

Abington at 2·25, 6·55, and 9 35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and

CITY INTELLIGENCE.

CAMDEN AND ATLANTIC RAILROAD.

The Annual Report of the President and Board of Managers—The Profits and Prospects of the Company.

The annual report of the Camden and Atlantic Railroad, showing the operations of the company for the last year, has just been submitted.

The receipts, expenses, and percentage of profit for the past six years are given in the annexed table:—

	Earnings.	Expenses.	Profits.	Per Cent.
1865	$266,848 32	$178,350 01	$88,498 31	66·83
1866	288,649 95	149,394 54	139,255 41	51·76
1867	306,972 03	149,926 73	157,045 30	48·84
1868	325,040 84	174,945 74	150,095 10	53·82
1869	320,617 65	174,630 04	136,057 53	54·45
1870	333,514 87	167,083 29	166,431 58	50·09

The report says:—"If not deceived by present appearances, the way business will increase more rapidly in the future than it has in the past, as there are evidences of a growing disposition to establish manufactories on the line of the road."

Up to 1866 no renewals were required. From that time to the present there has been expended on this account as follows:—

RENEWALS.

Roadway	$75 615 96
Engines	10,140 39
Freight cars	7,766 50

The increase of the rolling stock since 1855 has been as follows:—

INCREASE OF ROLLING STOCK.

Engines	$89,595 51
Passenger cars	75,378 95
Freight cars	16,153 33
Total	$181 127 79

CONSTRUCTION.

The addition to the construction account from 1855 to the present time has been $140,071 73.

The receipts of the past year have exceeded those of 1869 by the sum of $12,837 22, while the working expenses were $7536 73 less.

The report concludes thus:—"This growth in the business, together with the continual economical working of the road, is a subject for congratulation to the stockholders, and justifies the belief that the company has passed through its days of darkness and depression, and is now rapidly approaching the period when it will take its place among the dividend-paying roads of the country."

LARCENY OF A WATCH, AND THE RECEIVER ARRESTED.—In Germantown, on Tuesday last, John Evirn, in passing an open window of a house on Bringhurst street, saw a watch inside, and as no one was near by John jumped through into the room, secured the watch, and made his escape. The officers were on the watch for him, and on last Saturday succeeded in arresting him. He was arraigned before Alderman Thomas on the charge, and was bound over on $500 bail to answer.

At the station-house it was ascertained that the watch had been sold to a Frenchman named Leon Malaline, living at No. 2229 Frankford road, who accordingly was arrested, and when questioned in regard to the matter, stoutly denied any knowledge of the missing article. Leon was locked up, however, and, after thinking over the matter, finally sent for a friend, who, by direction of Leon, departed, and afterwards returned to the officers at the station-house the stolen property. Malaline was then taken before Alderman Thomas, and was held in $2000 bail to answer for receiving stolen goods.

ASSAULT ON A POLICE OFFICER.—In Paul street, Frankford, yesterday afternoon, John McGinley and Neill Lafferty made a violent assault upon a man named Carroll. Officer Cummings observing the transaction, ran up and arrested McGinley, who, with the assistance of half a dozen others, including Lafferty, turned upon Officer Cummings and administered to that official a pretty sound beating. McGinley escaped in the melee. Later in the day, however, both Lafferty and McGinley were arrested and locked up for a hearing. Warrants have been issued for the rest of the assailants of the police officer.

THE FENERAL OF THE LATE GEORGE E. BLAKE.—The funeral of the late George E. Blake took place this morning at ten o'clock, from his late residence, on Fifth street above Chesnut. The remains of the deceased were dressed as in life, and enclosed in a black covered coffin with mountings of silver. The funeral was in a manner private, the relatives of the deceased and a small number of his old friends following the remains to their last resting place in Laurel Hill Cemetery. The funeral services were those of the Protestant Episcopal Church, Rev. Mr. Watson conducting the same.

THE MONTHLY MEETING OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION will be held this evening at the Church of the Epiphany, corner of Fifteenth and Chesnut streets.

The advantages of the association will be fully presented to young men of the city not members, and the new and enlarged work of the association, including the organization of the Young Men's Home, will be explained.

Several prominent speakers will address the meeting, and the exercises will be of an interesting character.

ROBBED AN OLD MAN.—On Saturday afternoon an old gentleman was going along Lancaster avenue, above Forty-first street, when he was approached by a man named Joseph Ray, who engaged him in conversation. Shortly after the old gentleman discovered Ray's hand in his pocket, and he quietly grabbed that individual and handed him over to a police officer. Ray will be arraigned this afternoon at a hearing before Alderman Clarke.

A SHABBY BUT FRUITLESS EFFORT.—Last night the fire alarm boxes at Second and South, Second and Washington, Fifth and Washington, and Eighth and Washington, were broken open and pulled by some evil-minded party or parties. There was no alarm simply for the reason that the operators at the Central Station have an arrangement by which any tricks of this kind can be readily detected.

CRUSHED BY A FALLING TREE.—On Friday last Arthur Martin, aged fifty-five, while cutting lumber in a piece of woods at Chesnut Hill, was knocked down and crushed by a tree falling upon him. He suffered a dislocation of the hip and received other injuries of a serious nature. It was with great difficulty that the wounded man was extricated from under the tree, it being quite a large one.

DISHONEST WORKMAN.—A workman in the shoe store No. 1514 South Second street, on Saturday night last was observed by the proprietor to secrete two pairs of shoes in his pocket. An officer was called, and the employe, whose name is Robert Smith, was locked up, and will have a hearing at the Central Station this afternoon.

FALL OF A FRAME BUILDING.—Workmen are now engaged in widening Spring Garden street, and this morning, as they were taking away the rafters of an old frame shop, above Seventeenth street, the whole structure fell to the ground, filling the street up with debris. The Union cars were delayed about an hour and a half. No one, fortunately, was injured.

A SICK PIG.—An Irishwoman, living in Port Richmond, had her mind last night so absorbed in her attentions to a sick pig, which she was tenderly nursing, that she suffered some petty thief to scale the fence and carry off nine geese. The poor woman takes the loss of her favorite birds much to heart.

LARCENY FROM A DWELLING.—A man named Morris Cochrane was arrested yesterday, and has been sent to prison by Alderman Collins, on the charge of having entered the rear portion of a house No. 714 South Eleventh street, on Saturday afternoon last. The amount stolen by Cochrane was trifling.

THE "STAR" COURSE OF LECTURES.—Miss Lillian S. Edgarton will lecture this evening at the Academy of Music on "Marriage and Divorce," and will plead for the sanctity of the marriage tie, in opposition to some of the theories of some of the prominent "women's rights" advocates of the day.

A DEFALCATION.

A Flurry in the Financial World of Camden—A Teller Who Buys a Farm with Somebody Else's Money.

Camden is now engrossed with the misfortune of one of her citizens, who, heretofore has been regarded, from his many virtues, as "a man among men." He was the paying teller of the First National Bank of our sister city. His name is Henry Samuels, and his age 40 years. The misfortune which has so suddenly overwhelmed him with reproach was the gratification of a desire to accumulate money faster than was possible with a strict regard for honesty.

For many years he has held the position of paying teller in the bank we have named, and its chief officers had the most implicit confidence in him. He lived with his family on the edge of the city, but recently he had bought a farm, large and well improved, about twenty-five miles from Camden, and to make the necessary payments on this he resorted, in an evil hour, to the use of the funds of the bank. This peculation went on for a considerable time before its discovery, but last week, to the dismay and shame of the teller, his crime was brought to light. It was ascertained that he had neglected to put to the credit of the bank drafts and other paper, calling for $9000, but had appropriated them to his own use. When questioned as to the deficit in his accounts he could give no satisfactory answer, and the truth dawned upon the minds of the bank officials. He was at once deposed, but no steps were taken to prosecute him. His brother, a wealthy citizen of Philadelphia, it is said has pledged himself that the bank shall lose nothing if no proceedings are taken against the defaulter. In addition to this amount, it is said that one gentleman who had an account of $2000 with the bank suddenly discovered, upon presenting his check for the amount, that not a penny stood to his credit!

Upon visiting the institution this morning our reporter asked of the cashier:—

"Will you name the teller who is charged with the defalcation of '$9000?'"

"No, sir," returned he, "we want to give him a chance to recuperate. We don't want the affair to go to the public now. The institution will not lose anything."

"Will the teller make good the amount carried off?"

"Well—no," hesitatingly replied the cashier; "but the security is good. The bank won't lose anything."

"Has the teller been engaged in any costly speculations recently?"

"None that I am aware of. He has bought a big farm, if you can call that a speculation."

"What has been his character heretofore?"

"Irreproachable! We had the greatest reliance in his integrity."

Then meeting another officer, who was as close-mouthed as to the name of the teller, he said, "Here is another instance of a man advanced in life, enjoying the confidence and esteem of his friends and neighbors, the head of an interesting family, suddenly overwhelmed with disgrace by listening to the tempter!"

APPOINTMENTS IN THE OFFICE OF THE RECEIVER OF TAXES.—The following gentlemen have been appointed by Robert H. Beatty, Receiver of Taxes:—

Chief Clerk—James N. Kerns.
Messenger—William H. Buck.
Clerks—Martin L. Lamport, Samuel B. Eastburn, Harper Smith, Frank H. Greiner, Ira K. Carnahan, Amos W. Knight, Thomas Thomas, Jacob C. Cramp, George W. Briggs, Samuel Scheide, Edw. F. Heiferty, James F. Needham (colored), Samuel E. Beers, George H. Schrack, William Alexander Buckley, R. P. Andress, Joshua P. Nuttall, D. D. Morton.

CORONER'S INQUEST.—Coroner Brown this morning held an inquest in the case of Kate Monaghan, aged eighty years, who died yesterday in the Pennsylvania Hospital, from the effects of wounds received by being struck with the pole of a flour wagon at the corner of Sixth and Spruce streets on the night of Thursday last. After hearing testimony, the jury rendered a verdict of accidental death. The driver of the wagon, who has been in custody since the date of the accident, was thereupon discharged.

A WAIF.—Lieutenant Flaherty, at the station-house, Fifteenth and Locust streets, has in charge a two months' old female baby, which has been abandoned by its mother and picked up by some of the police officers. It is a "pretty little thing," and furnishes a chance for anybody who wants to adopt a pretty baby.

ATTEMPTED BURGLARY.—Last night thieves entered by the rear the clothing store of S. Lagan, No. 976 North Second street, but before they had time to secure anything they were frightened off.

LODGERS.—On Saturday the Third District Station-house contained 140 lodgers, and 143 on last evening.

N. Y. MONEY MARKET ON SATURDAY.

From the Herald.

"A rather better tone pervaded business circles during the past week, but rather on account of the larger volume of transactions than through any improvement in the prices realized. In the articles constituting the great bulk of business outside of dry goods—viz., wheat and cotton—our merchants have had an active market, but have been compelled to accept a shifting and unsettled margin of profit. In some lines of domestic produce higher prices have prevailed, but the general feature has been steadiness. There is little buying on speculative account, for the reason that the conviction is generally spreading that the time of sharp fluctuations has gone by, and that the country is settling down to a legitimate routine of commercial life. The lowering of freights on the trunk lines of railway out of New York brought a good many orders into the market, and the dry goods trade for the week received an impulse which promises well for the character of the spring trade. The up-town retailers are, of course, waiting for the breaking up of winter and a freer circulation of money among the working and salaried classes of the population.

"In the money market there is the usual abundance of the present season of the year. In fact, capital has been seldom so freely offered for the temporary uses of Wall street and for the discounting of prime mercantile paper. Confidence is also felt in a continuance of ease for the remainder of the interval to the fall, and there is little or no disposition to take advantage of a possible (and heretofore usual) activity in the vicinity of April 1, when the rural settlements are liable to call away from the city much of the money now on deposit here by the country banks. Five per cent. was occasionally paid, on call loans during the week, but toward the close the rate had settled to three to four per cent. on Governments and to four per cent. on stock collaterals. Time loans on the latter have been made for periods ranging from sixty days to six months for rates ranging from five to seven per cent. Acceptable paper was in request, and current at 6@7 per cent. discount."

☞ CONTINENTAL HOTEL COMPANY.—The Board of Managers of the Continental Hotel Company have declared a dividend of THREE PER CENT. upon the Preferred Stock of the Companyy, payable on and after March 1 1871, at the office of the Treasurer, No. 709 WALNUT Street, in the City of Philadelphia.

J. SERGEANT PRICE,
2 27 6t Treasurer.

WEDDING AND PARTY INVITATIONS ENGRAVED AND PRINTED IN THE LATEST STYLE.

A fine assortment of FRENCH, ENGLISH, and AMERICAN PAPER, with Envelopes to Match.

PAPER and ENVELOPES, ready stamped, always on hand.

JOHN LINERD,
11 30 wsmSp No. 921 SPRING GARDEN Street.

MUCILAGE.

The Cheapest and Best.

Quarts, per dozen	$10 00
Pints, "	5·50
2 oz., "	1·25
Quarts, per bottle	1·00
Pints, "	60 cents
2 oz., "	15 cents

WM. H. HOSKINS,
Stationer and Steam-Power Printer,
No. 913 ARCH Street,
1 21 smw8p PHILADELPHIA.

THIRD EDITION

MATTERS AT WASHINGTON.

Reported Indian Outbreaks.

They are Declared Unfounded

Railroad Scrip Dividend Case.

Great Excitement in Wheeling

Failure of a Savings Bank.

Later from Europe.

The Entry Into Paris.

Details of the Programme.

FROM EUROPE.

Programme of the Prussian Entry into Paris.

LONDON, Feb. 27.—A despatch from Paris of this morning states that the Prussian troops will make a triumphal entry into Paris on Wednesday morning. Thirty thousand Prussians, commanded by General Von Karnech, will take possession of all that quarter of the city lying between the Seine and the fortifications from the Faubourg St. Houore to the Rue Royale.

This will include the occupation of the gardens of the Tuileries, the Palace, and Louvre. The bridges of the Seine are to be held by the French sentries, and the Faubourg St. Honore also, to prevent the Prussians wandering out of the prescribed zone. It is agreed that the Germans shall remain in that portion of Paris described above until the ratification of the treaty. The Prussian troops will enter and leave Paris by the Avenue des Grande Armee at Port Neuilly. The line of march will be through the Arc de Triomphe and down the Avenue of the Champs Elysees.

FROM WASHINGTON.

New York Central Scrip.

Special Despatch to the Evening Telegraph.

WASHINGTON, Feb. 27.—General Pleasanton has announced that his decision will be given to-morrow on the New York Central Railroad scrip dividend case. It will be recollected that this road accumulated a large surplus over the amount the law allows them to pay as dividends, and that the directors made a scrip dividend of eighty per cent. On this it is claimed five per cent. dividend tax should be paid. The total is more than a million and a quarter dollars. Commissioner Delano ordered the collection, but the railroad resisted, and the case has been hanging ever since.

A New Lock

has been ordered by the Internal Revenue Bureau, made by Parkman & Sparks, New York. It costs about four dollars, and the order looks like a job, as no complaints of locks in use are made.

Over One Hundred Distilleries

have been opened during the last quarter, chiefly in the West and Kentucky.

Mr. Sumner's Health

is improving, and he expects to resume his senatorial duties to-morrow. He will deliver his speech against the Administration's policy during the present week.

No Truth in the Stories of Indian Outbreaks.

Commissioner Parker has received correspondence from the Indian territory showing that the recent reports of threatened outbreaks on the part of Cheyennes, Comanches, and other wild tribes are put in circulation by parties interested in breaking down the present Indian policy. General Parker does not believe there will be any outbreak.

Henry D. Cooke

will, it is now expected, be nominated for Governor of the District of Columbia.

FROM THE STATE.

Obituary.

READING, Feb. 27.—Major John Fritz, Postmaster of this city, died this morning. He served through the entire war with the 93d Regiment, and was several times severely wounded.

FROM NEW ENGLAND.

Obituary.

BOSTON, Feb. 27.—Colonel Hiram Bell, the well-known landlord of the Pernigewasset House and other hotels in New Hampshire, died suddenly in this city yesterday.

FROM THE WEST.

Failure of a Wheeling Savings Bank.

WHEELING, W. Va., Feb. 27.—The Wheeling Saving Institution, that has enjoyed the confidence of the community for many years, went into liquidation this morning. The bank was closed, and its assets delivered to the custody of Hon. D. Lamb, trustee. Its liabilities are stated at $150,000.

There were between fifty and fifty-five thousand dollars belonging to the city sinking fund on deposit, and many private individuals and working men have all their savings there. The capital stock of the institution is but $50,000. A. C. Quarrier, the defaulting cashier, is now in jail. The city has been terribly excited since Saturday evening. Mr. Quarrier has turned over all his personal property and effects, bonds, policies of insurance, stocks, furniture, etc.

OBITUARY.

Alvin C. Morton.

Alvin C. Morton, one of the oldest and most eminent of the civil engineers of this country, died in New York on Saturday. Mr. Morton's history would be almost a history of the railway system of this country, for he began the exercise of his profession with the earliest works of the kind, and retained his connection with them almost to the time of his death.

In the great war of the gauges, which at one time agitated the engineering profession, he was one of the most prominent advocates of an extension of the width. In 1845 he was appointed Chief Engineer of the Atlantic and St. Lawrence and Atlantic Railways, afterwards consolidated as the Grand Trunk Railway of Canada, and the adoption of the five and a half feet gauge of that road was mainly brought about by the reports of Mr. Morton. He afterward became a partner in the firm of Morton, Seymour & Co., the original contractors for building the Ohio and Mississippi, the Louisville and Nashville, the Maysville and Lexington, and other railways, and of the firm of Robinson, Seymour & Co., who constructed the Sacramento Valley Railway, the first road built in California. The conception of the Atlantic and Great Western Railroad was his, and it was through him that the project was taken up by English capitalists. He was also the originator of the railway system of Lower Canada, New Brunswick, and Nova Scotia.

FOURTH EDITION

ANOTHER RAILWAY ACCIDENT.

Affairs at the Capital.

End of the Subsidy Schemes.

The Appropriation Bills.

Proceedings of Congress.

SUFFERRING FRANCE.

An Appeal for Relief.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Prussian Minister at Washington.

Despatch to the Associated Press.

WASHINGTON, Feb. 27.—Baron Gerolt will leave for Germany in May, and will be succeeded as Minister of the North German Confederation at Washington by Mr. Schlozer, now Minister to Mexico.

New Senators and Representatives.

Special Despatch to the Evening Telegraph.

There are a large number of new members and Senators at the Capitol to-day.

At the

Democratic Caucus

to night the conservative Republicans are invited to attend. The object is to get hold of some of the revenue reformers, but, so far as can be ascertained, no member claiming to have been elected as a Republican will attend.

The Nomination of Henry D. Cooke

as Governor of the District of Columbia, under the new territorial government, has disappointed a large number of aspirants. Mr. Cooke is generally acceptable to all classes.

The attempt to put

Subsidy Schemes,

such as the China mail, on the Post Office Appropriation bill, was voted down in the Senate by a large majority. This ends the business. The fact of these being attached to the appropriation bill showed how desperate those having them in charge had become.

The Senate has agreed to pay

The Georgia Senators

from the time they were elected. Hill and Miller will get about $15,000 each, and Whitely and Farrow $6000 each, altogether $42,000 for men who have seen about two weeks service.

The House is engaged on the

Miscellaneous Appropriation Bill,

many items of which excite discussion. There are twelve appropriations for new buildings amounting to $1,332,300. This is one-half of the total cost last year under Mr. Dawes' lead.

These were all rejected, and now he is urging their adoption. An attempt was made to suspend the rules to allow their introduction *en masse*, but failed. There are only four Western items in the list—Grand Rapids and Port Huron, Michigan; La Crosse, Wis., and Quincy, Ill.—in all $300,000. The rules must be suspended on each item.

Army Orders.

Despatch to the Associated Press.

WASHINGTON, Feb. 27.—A general army order has been issued as follows:—

In consideration of the reduced number of paymasters, and to carry out the requirements of General Orders No. 7, 1871, on the recommendation of the Paymaster-General, department and division chief paymasters, as heretofore designated in orders, are abolished. The Paymaster-General will supply the chief paymasters of the departments with the funds necessary for the payment of their respective departments direct. Department chief paymasters will transmit their periodical estimates for funds to the Paymaster-General direct.

The Division of the Pacific is for the present excepted from the operation of this order. Colonel N. W. Brown, Assistant Paymaster-General, will assume the duties of Chief Paymaster of the Department of the East, relieving Major Henry Prince. Colonel Daniel McClure, Assistant Paymaster-General, will assume the duties of Chief Paymaster of the Department of the South, relieving Major A. H. Seward. Lieutenant-Colonel Cary H. Fry, Deputy Paymaster-General, will assume the duties of Chief Paymaster Department of the Missouri, relieving Major F. E. Hunt.

Department chief paymasters will report to their proper department commanders, and be stationed at the department headquarters, unless otherwise directed by their department commanders.

Major H. Stanton, paymaster, is detached from the Department of the East, and will await orders in this city.

Major J. W. Nichols, paymaster, is detached from the Department of the South. He will close and make full return of his reconstruction disbursements without delay, and then report to the general commanding the Department of Dakota for duty in that department.

The Nomination of Mr. H. D. Cooke.

Despatch to the Associated Press.

WASHINGTON, Feb. 27.—Ever since the enactment of the bill establishing a territorial government for the District of Columbia, much anxiety has existed in this city in regard to the prospective appointment of the Governor. Several delegations, pressing the claims of their respective favorites, have waited on the President, but he has uniformly refrained from giving any intimation as to the selection. This afternoon, however, all speculation was set at rest by the President's sending to the Senate the nomination of Henry D. Cooke, of Georgetown, D. C., and a member of the banking firm of Jay Cooke & Co., to be Governor of the District of Columbia. Large numbers of prominent citizens have been in attendance at the capitol to-day waiting to learn the official announcement as above given. The appointment seems to be received with general satisfaction.

Other Presidential Nominations.

The President also sent in the following nominations to the Senate:—James Woodward, Surveyor of Customs, Kansas City, Mo.; J. R. Brigham, Appraiser of Merchandise, Milwaukee, Wis.; Paymasters A. W. Russell, W. W. Williams, and Charles F. Guild, United States Navy, to be advanced three numbers in their grade; George T. Andrews, Professor of French at the Military Academy.

FROM NEW YORK.

Another Appeal for Suffering France.

NEW YORK, Feb. 27.—To the Press of the United States:—A telegram from Mr. Moran, chairman of the American committee in London, received at 4 o'clock P. M. yesterday, calls loudly for more aid from America for the relief of starving France. It is certain that the anxiety of those near to the scene of famine is made more intense than ours, and we call with new earnestness upon the American public for immediate contributions in money, in provisions, and in seed.

Other cities or centres of collection desiring to co-operate in the relief movement can send their contributions to this committee, which will carefully credit them to their sources, both here and in the report sent to France. If preferred, contributions can be forwarded direct to the American committee in London, Benjamin Moran, Esq., chairman. The funds received by us will be transferred by telegram. Signed Charles H. Marshall, chairman; Charles Lanier, treasurer; Anson Phelps Stokes, secretary; Chamber of Commerce Committee on French Relief. New York, Feb. 27, 1871.

FROM THE WEST.

Railroad Accident.

WHEELING, W. Va., Feb. 27.—The engine of the express of the Baltimore and Ohio Railroad train ran off the track near Warrington yesterday. James Baker, the engineer, after shutting off the steam, jumped from the engine and was so badly injured that fears are entertained of his recovery.

Alleged Robbery—A Suspicious Story.

ST. LOUIS, Feb. 27.—The Kansas City *Bulletin* says that W. W. Flint, sheriff of Davis county, Mo., claims to have been knocked insensible on the levee of that city on Thursday last, and robbed of $17,000 belonging to Davis county, and which he was taking to Jefferson City to make a settlement with. It is stated that the man's conduct led to the suspicion that his story was false, but $7000 reward is offered for the recovery of the money.

The Tornado

of last Thursday night destroyed several buildings in Neosho, in the extreme southwestern part of the State, and damaged a number more, besides doing much injury in the country.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 27.—The credentials of Senator-elect Caldwell were presented by Mr. Pomeroy, read, and filed.

A resolution was passed providing for the compensation of the Georgia Senators (Messrs. Hill and Miller) from the date of their election, July 29, 1868, and of the contestants (Farrow and Whiteley) from their alleged election to the date at which they were declared not entitled to their seats.

Mr. Blair, rising to a personal explanation, sent to the Secretary and had partly read an article from the Washington correspondence of the New York *Tribune*, stating that a caucus of Republican Senators was recently held for the purpose of consulting upon measures necessary to protect the lives and property of loyal citizens against the Ku-klux depredations in the South.

The Vice-President ruled that the Senator from Missouri (Mr. Blair) could only have the subject considered by a postponement of the Post Office appropriation bill, which was the regular order of business.

Mr. Scott said he had no objection to the matter being brought before the Senate by the Senator from Missouri, and if necessary he would reply.

The question being put, and the Senate refusing by a *viva voce* vote to allow the subject to be further considered,

Mr. Cragin also rose to a personal explanation in regard to an imputation in the *Tribune* that the House bill regulating rank in the navy was being intentionally delayed in the Senate and committee.

Mr. Wilson did not think the explanation one of a privileged character, and objected to the time of the Senate being occupied by such statements.

Mr. Cragin then moved to postpone the regular order to take up the bill referred to, and upon that motion proceeded to make his statement. After reading from the *Tribune* an article to the effect that the House had done its part in abating the long standing scandal of service by passing the bill regulating naval rank, it was now reported that the Senate committee, of which Mr. Cragin was chairman, intended to smother the bill. He said this was a specimen of many newspaper articles on the subject, and he would now call attention to the fact that he had twice asked the Senate for a day to consider the business from the Committee on Naval Affairs, which had been referred. Other committees which had succeeded in having days assigned for their business had been crowded aside by appropriation bills, and in view of that fact he had not continued his efforts to have a day set apart for the bill referred to. He appealed to each of the members of the Naval Committee to bear him testimony that the committee had earnestly desired the Senate to consider the bill. He did not approve of scandalous reports circulated by interested parties.

Mr. Saulsbury desired to make a suggestion, which if followed would, he thought, save Senators a great deal of trouble in future—that was, not to read the New York *Tribune* at all. (Laughter.) If members would not read it they would know nothing about things of which they complain.

Mr. Cragin then withdrew his motion to take up the bill, and asked the Senate to appropriate one hour this evening for its consideration.

General objection being made, Mr. Cragin gave notice that he would move the bill as an amendment to the Naval Appropriation bill when it came up.

Mr. Hamlin submitted a resolution authorizing the investigating committee on Southern outrages to continue their investigations during the first session of the Forty-second Congress. Laid over until to-morrow.

Mr. Thurman moved to take up a bill to divide the State of Ohio into two judicial districts, and for other purposes. Lost.

The Post Office Appropriation bill was then proceeded with, the question being on motion to lay on the table the amendment of the Committee on Appropriations to increase the subsidy of the Pacific Mail Steamship Company to one million dollars per annum.

The motion to lay on the table was carried—ayes, 32; nays, 19.

House.

The Senate amendments to the Legislative Appropriation bill and to the Indian Appropriation bill were non-concurred in, and a committee of conference asked.

Mr. Munger reported a resolution for the printing of extra copies of the agricultural report, a portion of it in the German language.

Mr. Sargent moved to strike out the provision for the German edition, contending that if it were printed in one foreign tongue it would be necessary to have editions in all languages.

Messrs. Stevens and Wilson, of Ohio, contended for the propriety of a German edition, and Mr. Garfield against it.

Without disposing of the question the House resumed the consideration of the Omnibus Appropriation bill.

Mr. Starkweather moved to insert an appropriation of $50,000 to commence work for the establishment of a Navy Yard at New London, Connecticut, and argued in advocacy of it.

Mr. Dawes opposed the proposition, admitting that New London was a good locality for a navy yard, but contending that until it was officially selected and authorized by law, it was premature to make an appropriation for it. He intimated that services of plate had been presented to persons who were supposed to have been influenced in the selection of League Island as a navy yard.

Mr. Starkweather accused Mr. Dawes of arguing and voting against his own record, he having heretofore supported the proposition to establish a navy yard at New London. The amendment was rejected.

The item of $1,394,897 for the New York Post Office and Court House gave rise to the usual discussion, participated in by Messrs. Farnsworth, Dawes, Sargent, and Niblack. The appropriation was finally made.

The appropriation for the Post Office and Court House at Omaha, Nebraska, was increased from $25,000 to $50,000.

On motion of Mr. Negley an item of $10,000 was inserted for repairs of the Custom House and Post Office at Pittsburg, Pa.

The item of $100,000 for the erection of a Government building at Trenton, N. J., was ruled out on a point of order, but on motion of Mr. Dawes the rules were suspended, yeas 141, nays 54, so as to make the item in order, and it was agreed to.

The same action was taken in regard to the item of $219,300 for Government offices and Appraiser's stores at San Francisco, and it was agreed to, yeas 121, nays 54.

The item of $200,000 for a building for the Bureau of Engraving and Printing of the Treasury Department was excluded on a point of order.

Baltimore Produce Market.

BALTIMORE, Feb. 27.—Cotton dull; middling uplands, 15c.; low middling, 14½@14½c. Flour active and firmer. Wheat firmer for low and medium grades, and choice lots steady; Pennsylvania, $1·55@1·60; others unchanged. Corn—white Southern less firm at 83@84c.; yellow Southern firmer at 78@79c. Oats firmer at 58@59c. Mess pork quiet at $30. Bacon firmer; shoulders, 10c.; rib sides, 12c.; clear rib, 12½c. Hams, 17½@18c. Lard quiet. Whisky steady at 91@92c.

New York Produce Market.

NEW YORK, Feb. 27.—Cotton dull and heavy; sales 2000 bales uplands at 15¼c.; Orleans at 18¾c. Flour advancing and 10@15c. higher; sales 13,000 barrels State at $6@7·35; Ohio at $6·90@7·60; Western at $6@7·75. Wheat quiet, feverish, and unsettled; new spring held at $1·56; buyers, $1·54@1·58; red Western winter and amber, $1·63@1·65. Corn firmer; sales 82,000 bushels new mixed Western at 85c. Oats firmer; sales 17,000 bushels at 66@70c. Beef quiet. Pork steady at $22·25@22·37½. Lard quiet at 12¾@13¾c. Whisky quiet at 91¾c.

GREAT FIRE IN SAVANNAH.

Loss of Nearly a Quarter of a Million—List of Insurances, Etc.

The conflagration in Savannah, Ga., of Wednesday last, the most destructive that has ever visited that city, has been reported by telegraph. We find the following particulars in the *Republican* of the 23d instant:—

At about eleven o'clock last night an alarm of fire was sounded from box four, and the fire was found to have originated in the block of buildings known as Hodgson's block, on the north side of Bay, between Whitaker and Barnard streets, and in the store occupied by Messrs. Bell & Hull as an auction and commission house. The combustible material in the block quickly lent additional strength to the flames which had soon enveloped that building. The flames soon communicated to the adjoining building, occupied by William M. Davidson as a wholesale liquor establishment, which speedily was consumed, with all its contents. From thence the store occupied by Triest & Herman was consumed, with a large portion of the stock, consisting of bacon, groceries, and miscellaneous goods. Here the efforts of the firemen were partially successful, as at this point there is a dead wall in the block. Early in the course of the fire the walls fell in, and several gallant firemen had a narrow escape with their lives; but we are glad to chronicle the fact that no serious accident has happened.

The loss, as near as we can ascertain, will reach over two hundred thousand dollars, which, with all the light before us now, will fall far below the actual value of the property consumed.

The fire still progresses rapidly, and the whole block is in imminent danger. Messrs. West & Co.'s agents of the Baltimore line of steamships, Mr. McLaughlin's and Mr. Poole's establishments have succumbed to the flames. The wind is blowing nearly a gale. The steamship America, being in imminent danger, was towed out into the stream. There is a demand for more water, and but two streams are now playing on the fire, the hose being insufficient by reason of bursting and injury from the falling walls. General Joseph E. Johnston is on the ground, and his valuable suggestions are well timed.

GENERAL MOLTKE.

Letter Acknowledging the Receipt of the Baltimore Sword.

Mme. Werner Dresel, wife of the Prussian Consul in Baltimore, and President of the German Ladies' Patriotic Society, has received a letter from General Moltke, thanking the society for the sword sent him as the chosen General of the German people of Baltimore. The *Gazette* of that city publishes the letter as given below, with the explanatory remark that during the German Fair held there last November this sword was on view, and every visitor voted for whichever German General he pleased.

HEADQUARTERS, VERSAILLES, Jan. 23, 1871.—Honored Ladies:—It were difficult for me to tell my delight and surprise at the receipt of your magnificent present, accompanied by so many good wishes for my welfare, and I beg you will accept my most sincere thanks for the manner in which you have honored my small services for our Fatherland. You may be assured that the sword will be treasured in my family as a glorious proof that the love of Fatherland and high-minded sentiments of German women never die. Let us hope that throughout united Germany the results of the great sacrifices made will receive the same approbation as that with which it is honored by you, who from so great a distance follow impartially and with a warm, patriotic heart, step by step, the events at home. The fact that your flattering present comes to me in connection with the charitable act for our poor soldiers and wounded raises it the more in my estimation. May God spare you long to such good deeds. With a renewed expression of my heartfelt thanks, I have the honor to remain your most obedient servant,

V. MOLTKE,
General of Infantry and General-in-Chief of the United German Army.

LEGAL INTELLIGENCE.

Judgments.

Supreme Court in Banc—Chief Justice Thompson and Judges Agnew, Sharswood, and Williams.

The following judgments were delivered this morning:—

In the matter of the application of the President Judges of the Eighth and Tenth Judicial districts. The judges of these districts being incapacitated by sickness, having asked the judges of this court to hold a Court of Oyer and Terminer in their districts, and these applications having occurred often of late, it was deemed proper to inquire into the law of the matter, it being an open question. The prevalent opinion hitherto has been that the commission of a judge confined his jurisdiction to the district therein specified, and that he was without authority to administer justice in any other district; the consequence of which theory was that when the justices of a district were incapacitated by any circumstance, they called upon the justices of the Supreme Court to sit for them, instead of applying to the judge of the nearest district. The unanimous opinion of this bench is that the opinion above mentioned is fallacious, and that the judges of the adjoining district is fully competent to hold courts when called upon by another judge who is disabled by any unavoidable necessity. The application was therefore refused. Opinion by Agnew, J.

Daniel F. Moore et al. vs. The Green and Coates Streets Passenger Railway Company. Appeal from the decree of the Common Pleas of Philadelphia county. Decree affirmed. Appellant to pay costs of appeal. Agnew, J.

Marain vs. Drexel. Certificate from Nisi Prius. Decree of Nisi Prius modified, receiver appointed, and sale ordered to be made in accordance with the terms of the modified decree. Agnew, J.

John Wendt vs. Craig & Blanchard. Error to the Common Pleas of Snyder county. Judgment affirmed. Agnew, J.

James Tobin vs. John Trumpand. Error to the District Court of Philadelphia. Judgment affirmed. Agnew, J.

Appeal of Agnes Elwyn, committee of F. G. Dallas, a lunatic. Appeal from the decree of the Common Pleas of Philadelphia. Decree affirmed. Agnew, J.

Delaware and Chesapeake Steamboat Company vs. Starrs. Error to District Court of Philadelphia. Judgment affirmed. Sharswood, J.

Pratt vs. Ely. Error to Court of Common Pleas of Philadelphia. Judgment reversed and judgment given for defendant on case stated. Sharswood, J.

Conrad et al. vs. Commercial Mutual Insurance Company. Error to District Court of Philadelphia. Judgment reversed and record remitted, with orders to proceed. Williams, J.

Martin et al. vs. Brien. Error to District Court of Philadelphia. Judgment affirmed. Williams, J.

The Chief Justice announced that this was the last week of the Philadelphia list, and therefore requested counsel to accelerate their business as much as possible.

Revenue Cases.

United States District Court—Judge Cadwalader.

The United States vs. John Collins and Samuel Pennington. An action on a distiller's leasehold bond in $2000, covering real estate of Collins' distillery, to secure against fraud in the conduct of the business. On trial.

The Myers Homicide.

Court of Oyer and Terminer—Judges Ludlow and Paxson.

The case before the Court to-day is that of Adolphe Fisher, who was indicted for manslaughter in causing the death of Mrs. Frances Myers, an old lady in her ninetieth year. The facts of the case are that on the evening of Friday, September 9, last, about 8 o'clock, Mrs. Myers started from her granddaughter's house, at Mascher and Jefferson streets, to go to her own home, the first door in Thompson street above Hope, and just as she was crossing at Hope, and Thompson the defendant drove up in a heavy five-spring wagon and ran over her, fracturing her skull and several ribs, causing her death. Fragments of the broken ribs penetrated her lungs, and she died while a physician was sewing up the wound on her head in a drug store. He was at once arrested, and he and the deceased were taken to the house whence she had started from, and it was testified that he appeared to be under the influence of liquor. His wife entered the room and asked what was the matter, and he replied that an old lady was tottering across the street, and old women had no business to be out after night. There were two drug-stores and a tailor-shop at the intersection of these streets, and all had bulk-windows, in which the gas was burning. The deceased was a strong, active woman for one of her years, had good sight, and her mental faculties were unimpaired.

The prosecution is, of course, based upon the imputation of negligence, without proof of which the accused of course is not amenable to the criminal law. On trial. G. M. Murphy and James H. Heverin, Esqs., appear for the defendant.

PHILADELPHIA STOCK EX